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PRINCIPAL CONTENTS.

Finances of San Francisco	1041
Grand Trunk Railway	1043
Journal of Railroad Law	1044
Wealth and Resources of Pennsylvania	1045
New London Northern Railroad	1045
Mining Stocks—Gold, Silver, Copper, etc.	1046
City Passenger Railroad Share and Bond Lists.	1047
Federal and State Securities List.	1048
Railroad Earnings	1044, 1049
American Railroad Bond List	1050
" " Share "	1053
Preferred and Guaranteed Railroad Stocks	1056
Canal Stocks and Bonds	1056
Stock Exchange and Money Market	1057
Ohio and Mississippi Certificates	1059
Interest and Dividends	1059
The Hoosac Tunnel	1059
Railway Projects for China	1059
Winona and St. Peter Railroad	1060
Central Pacific Railroad	1060
Great Western (Ca.) Railway	1059, 1062
Steam Passenger Cars	1059, 1063

American Railroad Journal.

New York, Saturday, October 29, 1864.

Finances of San Francisco.

We have before us a considerable volume entitled "San Francisco Municipal Reports for the fiscal year 1862-'63," and propose herewith to lay before our readers a synopsis of its contents. Another year has passed over since the period to which it refers, but some length of time must elapse before its doings can be fashioned into book-shape and given to the public. This is the last published report, and has only just been received from the city auditor, for whose courtesy in transmitting us a copy we here return our thanks.

San Francisco—the Queen City of the Pacific Coast—is by no means an ancient emporium. Its history before the American conquest has no bearing on its present condition. Near its site was the village of Yerba Buena, famed for its ecclesiastical colony and nothing more. At a favoring hour, however, the gold discovery was made in the interior, and presto, San Francisco

rose on the margin of its beautiful bay and commenced its career as the metropolis of the gold region of the Pacific slope.

Fifteen years have since this important era been numbered with the past, and as each succeeded its predecessor the city has been developing and consolidating its advantages, and now presents us with a community numbering 100,000 souls, engaged chiefly in commerce and the gold trade, exporting in the latter capacity alone to the value of \$1,000,000 a week, and as a commercial port rivaling the old city of Boston in the variety and amount of its imports and exports. Truly this is a wonderful spectacle even in this age and country of wonders.

It is not, however, of its external connections we would descant, but of that which concerns its inner financial condition. To convert its wilderness site into a thriving mart has required, beyond private expenditures, vast public outlays. To lay out and grade streets, squares and parks, to construct wharves, erect public buildings, open outlets to the adjacent country, and do and complete all that a great city demands is not a costless undertaking. In most instances these operations spread over a long number of years and are only undertaken one by one as circumstances demand. But San Francisco demanded the immediate and complete construction of these city appurtenances. It is not wonderful then that we find its government saddled with a considerable debt, or its annual expenditures large. To its honor, however, be it said, the city authorities have always been prompt in paying all they have contracted for, and that in coin, spurning to take advantage of the law to repudiate even in part their responsibilities, as our old States and cities have done, by paying in another currency than that which circulated when they were borrowers.

Nothing exhibits more clearly the progress of a community than the annual valuations of taxable property within its limits. And probably no other city has progressed more rapidly than the one under consideration. In 1851 the total valuation was \$21,621,224, and in 1864 \$77,129,066, showing an increase in 13 years of \$55,507,852, or 210.5 per centum. The following shows the valuation yearly since the city government was first established:

Fiscal Year.	Real Estate.	Improve-ments.	Personal Property.	Total Amount.
1850-'51	\$16,849,064	Included in Real Estate	\$4,772,160	\$21,621,224
1851-'52	11,141,463	Personal	2,875,440	14,016,903
1852-'53	15,676,366	Personal	2,866,381	18,481,787
1853-'54	17,889,850	Personal	4,865,000	22,900,150
1854-'55	19,765,285	Personal	5,887,607	24,762,827
1855-'56	18,607,800	Personal	6,073,847	24,681,647
1856-'57	17,827,617	Personal	4,194,970	22,022,587
1857-'58	16,576,545	Personal	3,897,176	20,473,721
1858-'59	16,554,565	Personal	3,897,176	20,451,741
1859-'60	14,172,235	Personal	3,019,222	17,191,457
1860-'61	26,148,885	Included in Real Estate	35,967,499	62,116,384
1861-'62	31,871,887	Included in Real Estate	41,845,119	73,717,006
1862-'63	36,975,250	Included in Real Estate	41,845,119	78,820,369
1863-'64	48,116,538	Included in Real Estate	28,992,528	77,129,066

The cause of the fluctuations noticeable in the above table may be attributed—those of 1851-'52, to the disastrous fires destroying almost the entire business portion of the city; of 1854-'55 to the reaction from the speculative advance in real estates of the previous years, and in 1857-'58 in the financial revulsion of that year. In 1862 a law was passed authorizing the collection of taxes upon mortgages, which added largely to the valuations of the two last years.

The rates of taxation for the years embraced in the valuation table were as follows:

Fiscal Year.	State Tax.	City Tax.	County Tax.	War Tax.	Total Taxes.
1850-'51	\$0.50	\$1.00	\$0.50	.....	\$2.00
1851-'52	50	2.45	1.15	.....	4.10
1852-'53	30	2.45	1.06 1/2	.....	4.41 1/2
1853-'54	60	2.00	1.28 1/2	.....	3.88 1/2
1854-'55	60	2.15	1.10 1/2	.....	3.85 1/2
1855-'56	70	2.33 1/2	0.82 1/2	.....	3.86
1856-'57	70	1.60	.....	.....	2.30
1857-'58	70	1.60	.....	.....	2.30
1858-'59	60	1.85	.....	.....	2.45
1859-'60	60	2.58.9	.....	.....	3.19.9
1860-'61	60	2.25	.....	.....	2.85
1861-'62	62	2.25	.....	.....	2.87
1862-'63	62	1.97 1/2	.....	\$0.15	2.74 1/2
1863-'64	90	1.20	.....	.....	2.10

The expenditures of the local and municipal

governments since August 1849, are exhibited in the following table:

From Aug. '49, to May 8, '50	\$849,859 82
From May 8, '50, to June 30, '51	1,813,447 00
For fiscal year 1851-'52	456,332 00
" 1852-'53	1,009,029 00
" 1853-'54	1,831,825 00
" 1854-'55	2,646,190 00
" 1855-'56	856,120 00

Total for 6 years and 8 months \$9,262,802 82

Since the passage of the Consolidation Act the expenditures have been:

For fiscal year 1856-'57	\$353,292
" 1857-'58	366,127
" 1858-'59	480,895
" 1859-'60	745,014
" 1860-'61	579,131
" 1861-'62	591,656
" 1862-'63	700,364

Total for seven years

Add interest and principal of funded debt paid

—and paid to the State of California

Total expenditures

The revenue of the city and county for the fiscal year 1862-'63, (exclusive of payments by the State for school apportionment and assessment expenses,) amounted to \$1,834,681 34, being an increase of \$170,930 75 over that of the preceding years, as shown by the following comparative statement:

	1861-'62.	1862-'63.
From taxes	\$857,482 40	\$982,304 79
" licenses	132,278 11	160,686 79
" fees	95,071 85	101,628 53
" fines of courts	28,252 05	34,428 20
" harbor dues	16,918 05	18,127 06
" wharf & ground rents	11,187 41	9,789 00
" sale of school bonds	11,960 00	.....
" poll taxes	3,033 00	18,852 43
" int't on loans	6,976 62	3,680 08
" sundries	596 10	5,184 47

\$1,168,750 59 \$1,334,681 34
Add amount collected for State 520,960 47

Total collected

The payments to the State of California by the city and county for thirteen years have been as follows:

Total	Fiscal Years.	Property Taxes.	Poll Taxes.	Stamp Taxes.	Licenses, etc.	Total
\$2,321,026	1850-'51	\$96,879	\$2,220	.....	.....	\$137,003
\$27,168	1851-'52	78,675	2,180	.....	.....	102,820
\$350,084	1852-'53	61,218	11,833	.....	.....	83,683
\$441,812	1853-'54	188,659	3,828	.....	.....	291,896
\$3,210,060	1854-'55	179,617	2,800	.....	.....	180,019
	1855-'56	168,688	4,907	.....	.....	146,959
	1856-'57	119,572	4,907	.....	.....	122,480
	1857-'58	224,859	3,640	.....	.....	322,073
	1858-'59	181,471	2,325	.....	.....	306,408
	1859-'60	192,198	1,826	.....	.....	317,433
	1860-'61	200,574	1,826	.....	.....	317,281
	1861-'62	239,561	4,325	.....	.....	308,626
	1862-'63	390,656	8,075	.....	.....	520,900

In the property taxes of 1862-'63, there is included \$69,811 73 for the Federal War Tax and in the poll taxes \$29,284 20, for the National Poll Taxes which being deducted from the total payments makes the sum paid for State purposes \$421,864 07, showing an increased payment of \$118,338 over the preceding year.

In this connection it may be proper to state that the taxable property of San Francisco yields about 40 per cent. of the real estate revenue of the State of California.

FUNDED DEBT.

Statement of the funded debt of the city and county, June 30, 1863:

Description.	Amount Outstanding.	Interest Rate.	Periods Payable.
City bonds of 1851	\$1,362,000	10	May & Nov. 1871
City fire bonds of 1854	178,500	10	Jan. & July 1866
City bonds of 1855	329,000	8	" " 1875
City & Co. bonds of '58	1,133,500	8	" " 1888
School bonds of 1854	42,000	7	May & Nov. 1866
" of 1860	69,500	10	Jan. & July 1870
" of 1861	20,000	10	" " 1870
City and Co. bonds of 1862-'63	240,000	7	" " 1872-'73
Total	\$3,355,100		

—the interest on which amounts annually to \$268,550, and the sinking fund to \$79,166, (not including that for the bonds of 1862-'63 which does not commence until 1866:) total, \$347,716 66.

The last item of the above debt was made for the payment of the City's subscription to the capital stock of the San Francisco and San Jose Railroad. Bonds to the amount of \$60,000 have been issued since the close of the fiscal year, making the full subscription \$300,000.

In addition to the funded debt above related there was existing a judgment debt against the city and county, amounting to \$1,450,000. Since the close of the fiscal year in pursuance of an order of the Board of Supervisors, under authority of an act of the Legislature, a settlement was effected with a large number of creditors in the so-called City Slip suits, and also of the Seale judgment.

In accordance with the terms of the supervisor's order three appraisers were appointed, who valued the various lots at \$162,000, under which valuation the holders all elected to retain their lots, which was agreed to by the committee appointed on behalf of the city. To complete the settlement, bonds bearing interest at 7 per cent., redeemable in 20 years from Oct. 1, 1863, were to be issued to the amount of \$960,000, which extinguish \$1,120,000 of the judgment claims.

The history of the city legislation, terminated by the settlement as above, is remarkable. The property was sold at public auction Dec. 26, 1853, in pursuance of an ordinance of the Common Council. This ordinance was passed the Board of Aldermen by the requisite majority; a vacancy existed in the Board of Assistants in which body it was passed by four votes out of seven. The property was bid off at high figures, and was then looked upon as having been advantageously sold by the city. Following the depreciation in value which occurred in the succeeding years, dissatisfaction was expressed by the purchasers, and the legality of the ordinance authorizing the sale questioned. This resulted in the institution of suits for the recovery of the purchase money, which have been prosecuted with untiring industry through the various Courts until they were recently decided in favor of the purchasers. The

suits on the other hand were vigorously but unsuccessfully contested on the part of the city, until the final decision of the Supreme Court was pronounced against her.

Referring to the foregoing exhibit of the indebtedness of the city and county of San Francisco, it should be borne in mind that authority exists by act of the Legislature of April 22, 1863, for the issuance of \$1,000,000 in 7 per cent. bonds to the Pacific Railroad Companies, to wit: \$400,000 to the capital stock of the Western Pacific Railroad Company, and \$600,000 to that of the Central Pacific Railroad Company. The question authorizing the supervisors to make the subscription was submitted to the public vote at the election May 19, 1863, and decided in the affirmative by 6,239 votes for to 3,118 against the measure. Informalities in the election were subsequently alleged, and an injunction restraining the issue of the bonds was obtained. The case was carried to the Courts, and a decision has been awarded in favor of the issue, the full report of the adjudication of which appeared in the JOURNAL of the 15th inst. (Which see)

Thus in addition to the amount of funded debt represented in the table showing its sum at

—there should now be added:
7s bonds issued to S. F. & S. J. R. R. Co. \$60,000
7s bonds to be issued for judgment debt

7s bonds to be issued to Central Pacific Railroad

7s bonds to be issued to Western Pacific Railroad

—making a total of

Add to this the balance of judgment debts, less amount provided for by city slip settlement, say \$300,000, and the total indebtedness of the city, authorized and in abeyance, will exceed \$5,500,000. This presents a large showing; but it is to be remembered that the city holds the stock of the San Francisco and San Jose Railroad Company for the \$300,000 subscribed, and that the subscription to the Pacific Railroad Companies was authorized to be made upon similar terms and as the work progresses.

It should also be borne in mind that less than fifteen years have elapsed since this city was a place of comparative obscurity, and that at the present time San Francisco occupies a pre-eminent and commanding position among her sister cities. She presents the front of the Union arms upon the Pacific coast, and nine-tenths of her citizens carry in their hearts and prove by their actions their sympathy with the National cause.

The rivers, which from the mountain slopes have profusely poured their garnered gold into her lap, and the hills whose silver treasures have contributed and still continue to contribute so largely to her prosperity, have had witness borne that her citizens are not unmindful of the good gifts bestowed upon them.

Her wharves resound with the busy hum of a thriving commerce; her streets are alive with the active tread of an enterprising and industrious population; good order and peace prevail; the public liberties are preserved; and unrivalled and unapproachable upon the western shore of the continent, San Francisco has won and proudly

wears her crown as the Queen City of the Pacific. No surer guarantees for continued honor in her public duties towards her creditors can be offered by her compeers.

Grand Trunk Railway of Canada.

The earnings of this road for the half-year ending June 30, 1864, were:

From passengers, mails and expresses...	£174,354
"merchandise and live stock	349,539
"rents receivable	2,110
"sundries	2,297
	£528,301

Ordinary working expenses, viz:	
Maintenance of way, stations and buildings	£52,624
Locomotive power and repairs to engines	107,910
Repairs and renewals of cars	37,353
Traffic expenses	95,223
General charges	12,030
Miscellaneous expenses	4,889
Rent of rolling stock	3,810
Tolls paid to other companies	1,232
	315,021

Net earnings	£213,280
Deduct renewals of way, including £1,489 for Montreal and Champlain line	31,489
Balance to net revenue account	£181,791
Add balance from last half-year	532
	£182,323

Nominal amount of postal and military revenue carried to separate act. £10,431	
Amount charged on account of accident at Beloeil	8,219
	18,650

Leaving a balance of £163,672

The gross receipts* from traffic and all other sources for the half-year have been £528,301, as against £456,222 for the corresponding half of 1863, or an increase of £72,079, or equal to 15.80 per cent.

The coaching traffic again shows a considerable improvement—the number of passengers carried, of all classes, having been 523,284, as against 457,120 in the first half of 1863, or an increase of 66,164, or 14.47 per cent. The receipts have been £174,354, as against £148,866, or an increase of £25,488, or 17.12 per cent.

The average receipt per passenger in 1863 was 5s 7d, and in 1864, 6s.

The total tonnage of freight carried during the half-year has been 430,034 tons as compared with 369,484, and the receipts have been £349,539 as against £302,068, or an increase of £47,451, or equal to 15.70 per cent. The average yield per ton in 1864 was 16s 3d, and in 1863, 16s 4d.

The sum carried into the accounts for Postal Service is again a merely nominal amount, no settlement of this long pending question having up to this time been effected with the Government of Canada. The last advices from the Company's Executive in Canada state that renewed promises of a most positive character have been made of an early settlement of the accounts between the Government and Company, and the Board hope to be in a position to announce at an early date that these pledges have been fulfilled.

The ordinary working expenses show a total outlay of £315,022, as against £289,970, or an increase of £25,052, or equal to 8.60 per cent, expended in earning an increase of revenue of £72,079, or 15.80 per cent.

The per centage of ordinary working expenses to June, 1864, is 59.62 as against 63.59 in the first half year of 1863.

The following statement shows the per centage rate of ordinary working expenses exclusive of renewals since 1861 inclusive:

June Half Year.	Dec. Half Year.
1864.....*59.62 per cent.	
1863.....*63.59	57.11 per cent.
1862.....77.28	59.68
1861.....87.32	68.64

The following statement shows the progress of the Net Revenue of the Company since 1859:

Year	Miles open.	Earn- ings.	Expenses including Renewals.	Revenue Bal.	Yearly Total.
1859—June.....	830	223,930	203,062	20,867	73,367
"Dec.....	830	282,939	230,448	52,490	
1860—June.....	978	314,811	265,810	49,000	102,634
"Dec.....	978	397,847	311,163	86,684	
1861—June.....	1,090	347,110	300,324	46,785	142,492
"Dec.....	1,090	419,469	329,791	89,677	
1862—June.....	1,090	382,992	319,556	63,436	170,233
"Dec.....	1,090	439,361	332,563	106,797	
1863—June.....	1,174	456,222	322,833	133,389	315,033
"Dec.....	1,174	510,580	328,833	181,747	
1864—June.....	1,174	528,301	346,610	181,791	

From the net profit of the half-year, viz., £181,791, there has to be deducted the (nominal) amount of £10,481 for Postal and Military Service Receipts, and the sum of £8,219 paid as compensation in connection with the unfortunate accident at Beloeil in June last, leaving (including the balance of £532 carried from last half-year) £163,672, which has been applied or is now applicable as follows:

Interest, &c., paid on land	£2,665	13	0
"on mortgage to Bank of Upper Canada	4,423	16	2
"Loans, Bankers' Balances, Promissory Notes, European Exchange, &c.	7,356	5	0
"British American Land Co.'s Debentures	616	8	9
"Montreal Seminary debentures	616	8	9
"Island Pond debentures	2,700	0	0
Half-yearly instalment Portland Sinking Fund	2,311	12	10
	£20,690	4	6

Atlantic and St. Lawrence Lease in full	£32,545	0	4
Detroit Line Lease in full	11,250	0	0
Montreal and Champlain Company	10,273	19	5
	54,068	19	9

First preference bond interest for half-yr.	£49,920	15	0
Second pref., bond interest for half-year.	22,585	10	0
Third pref., bond interest for half-year.	9,936	0	6
	<u>82,442</u>	5	6

Balance carried forward to next account	6,470	14	10
	£163,672	4	7

The half-year's interest accrued on the First and Second Preference Bonds to the 30th June last will be paid on and after the 17th October next, on presentation of the coupons at the Company's offices; and warrants for the interest on the Third Preference Stock will be forwarded to those proprietors who stand on the register at the closing of the books on the 28th inst.

The improvement of the Permanent Way by strengthening and renewal has progressed rapidly during the half-year; 34½ miles of lines with heavier Rails, fished at the joints, having been relaid, and 12 miles of the 34½ have been renewed with steel-headed rails.

The outlay on Capital Account for additions to the plant and property of the Company has been during the past half-year £85,229, which includes the cost of upwards of 100 Cars and 13 Engines, and payments on account of further Rolling Stock.

The Directors have issued Equipment Mortgage Bonds to the amount of £244,100. The issue of these Bonds have enabled the Directors to meet liabilities on Capital Account and to pay off temporary loans.

* Throughout this report the Statements of the receipts and expenses include for both half-years the Montreal and Champlain Railway.

As a part of these operations, £153,100 Second Preference, and £18,372 Deferred Second Preference Bonds, have been added to the available assets of the Company. It has also enabled the completion of the purchase, for a sum of £20,140, of the engines hired from Messrs. Fairbairn and Son, and Messrs. Peto and Co., by which a saving to Revenue of an Annual Rental of £3,792 is effected.

The Directors have to report that the £100,000 Portland Bonds due by the Grand Trunk Company as lessees of the Atlantic and St. Lawrence Railway, and maturing in 1866, have been purchased with funds accruing in America, and in lieu thereof Sterling Bonds for the same amount will be hereafter issued.

The Securities (Equipment Bonds and others) belonging to the Company (including these Sterling Bonds), and available for Capital purposes, after deducting the £250,000 of Fourth Preference Stock cancelled with the issue of the Equipment Mortgage Bonds, are now as follows:

Atlantic & St. Law. New Bonds. £100,000	
Second Preference	195,500
"Deferred	18,372
Atlantic & St. Law. Shares	7,100
"Capitalized	4,875
"Bonds	7,600
Fourth Preference Stock	130,119

	£463,466
Equipment Bonds	255,900
	£719,366

The increasing traffic of the road will necessitate at an early date further additions to the means of conveyance, and some increased station accommodation at various points. In fact, the increase of the traffic and net profit in the future now becomes almost entirely a question of adequate equipment.

The agreement between the Grand Trunk and Buffalo and Lake Huron Companies, reported to the proprietors at the last Meeting, has been carried into practical operation. The Board have much pleasure in announcing that the new arrangement has been received with satisfaction by the public in the district served by the Buffalo and Lake Huron Company. The arrangements preparatory to laying down the narrow gauge between Fort Erie and Sarnia are in hand.

The Board have to report that a Bill legalising the agreement for co-partnership with the Montreal and Champlain Railway (the particulars of which were reported at the last Meeting) was passed by the Canadian Legislature in the Session now closed. It is satisfactory to the Board to announce that, notwithstanding the heavy expenses incurred in renewals of the Permanent Way, &c., upon this line during the past half-year, the loss upon the Champlain arrangement will not exceed £200.

The Directors believe that the Board and Shareholders will agree with them in regarding the steady and continuous increase of gross traffic and net earnings exhibited by this Report as justifying favorable views of the intrinsic value of the line and the ample resources of the extensive area of which it serves. In all the calculations of profit and loss, however, the temporary difficulties brought by the fluctuations of American currency must be borne in mind. The Board have felt much anxiety in relation thereto but hitherto they have been able to make arrangements by which the loss has been mitigated, and during the past half-year the debit has been obviated.

The Hon. Mr. Thibaudeau having resigned his seat as a Director of the Company in Canada, the vacancy has been filled by the appointment of Mr. Alexander McEwen, a Director of the Buffalo and Lake Huron Company.

It appears from the statement of rolling stock on the 30th of June last that the number of passenger engines was 83; goods engines 166; shunting engines, 5—total 254. There were 101 first class carriages, 12 sleeping carriages, 8 composite and paymasters' carriages, 3 smoking cars,

49 second class cars, 38 Post-office and baggage cars, 28 baggage cars, 70 break vans, 2,050 box cars, 50 box and cattle cars, 55 cattle cars, 1,107 platform cars, 92 ballast trucks, and 84 snow ploughing machines—total 3,632. The total increase in the stock was 12 locomotive engines, 8 sleeping, 3 smoking, 103 box, 50 box and cattle, 6 cattle and 2 snow-ploughing cars.

CAPITAL ACCOUNT, JUNE 30, 1864.

Expended on capital account to Dec. 31, 1863.....\$16,061,702
Transfers from other accounts in general balances, and charges added during half-year to June 30, 1864... 112,981
Balance.....584,245
\$16,758,928

Share stock:

Shares consolidated into stock.....\$2,774,960
Shares not yet consolidated*.....64,636
Received on shares forfeited.....2,117
Shares to be issued to town of Three Rivers, for subscription to Arthabaska line.....32,877

Debentures:

Island Pond debentures.....90,000
British A. M. Land Co.'s debentures... 20,508
Montreal Seminary debentures.....20,548
Bank of Upper Canada Mortgage.... 221,190
Atlantic and St. Lawrence deferred interest certificates (1872) for arrears to Dec. 31, 1862.....67,817
Still to be issued.....9,364

Preference bonds and stocks:

Equipment mortgage bonds.....244,100
Postal and military service bonds... 1,200,000
First Preference bonds.....1,968,500
" " stock.....31,500
Debenture certificates issued for arrears of interest to Dec. 31, 1862, on 1st preference bonds.....289,548
Stock certificates issued for same... 4,135
Certificates to be issued.....5,824
Second preference bonds.....1,103,727
" " stock.....7,773
Debenture certificates issued for arrears of interest to Dec. 31, 1862, on 2d preference bonds.....157,617
Stock certificates issued for same... 1,634
Certificates to be issued.....3,874
Arrears for the first half of 1863, capitalized.....24,715
Third preference stock.....500,000
Certificates issued for arrears of interest on 3d preference stock.....86,998
Do., to be issued.....28,508
Fourth preference stock.....4,031,450
Certificates issued for arrears of interest on 4th preference stock.....434,809
Do., to be issued.....212,360

Provincial debentures:

Issued on account of Grand Trunk Railway.....3,111,500
Amount received on unissued debentures and debenture certificates allotted with forfeited shares:
Company's.....3,650
Provincial.....3,650
\$16,758,928

* Includes shares in the St. Lawrence and Atlantic Line held by city of Montreal.

Directors.—EDWARD W. WATKIN, President; Thomas Baring, Henry W. Blake, C. J. Brydges, Robert Cassels, James Ferrier, Geo. C. Glyn, K. D. Hodgson, Alex. McEwen, Wm. Molson, Richard Potter, A. W. Young.

Auditors.—T. Moreland, Edward T. Taylor, Montreal; Wm. Newmarch, London.

Chief Accountant.—Joseph Hickson, Montreal.

Railroad Earnings--Weekly.

The earnings of the Cleveland and Toledo Railroad for the 3d week in Oct. were...\$42,457 00
Corresponding week of previous year... 32,752 00

Increase.....\$9,705 00

For the three weeks the earnings were \$126,111, against \$96,680 in 1863—an increase of \$32,431.

The earnings of the Rock Island Railroad for the 3d week in October, 1864, were...\$79,846 00
Corresponding week of previous year... 48,887 00

Increase.....\$30,979 00

The earnings of the Grand Trunk Railway for the week ending Oct. 13, 1864, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were...\$120,089 00
Corresponding week, 1863.....113,801 00

Increase.....\$6,288 00

The traffic of the Great Western Railroad for the week ending Oct. 14th, 1864, was as follows:

Passengers.....\$33,173 79
Freight and live stock.....24,578 88
Mails and sundries.....1,545 67

Total.....\$59,298 34
Corresponding week of 1863.....67,027 14

Increase.....\$7,728 80

The earnings of the Chicago and Alton Railroad Company for the week ending Oct. 15, were:

	1864.	1863.
Passengers.....	\$30,853 50	\$17,187 42
Freight.....	42,624 50	30,068 06
Sundries.....	1,325 25	1,661 68

Total.....\$74,803 25 \$48,917 16
Increase 1864.....\$25,886 09

The earnings of the Marietta and Cincinnati Railroad for the 2d week in October:

	1864.	1863.
Passengers.....	\$10,350 67	\$5,682 41
Freight.....	9,169 56	11,669 23
Mail, express & telegraph.....	1,169 58	1,132 00

Total.....\$20,689 81 \$18,483 64
Total this month to date...\$40,606 46 \$34,422 91
Total since Jan. 1.....\$777,980 52 \$515,962 66

The following is a comparative statement of the earnings of the Chicago and Northwestern Railway for the 8d week in October:

	1863.	1864.
Passengers.....	\$27,191 27	\$57,126 89
Freight.....	99,141 17	116,015 95
Express.....	1,109 32	1,433 66
Mail.....	1,286 12	1,405 63

Total.....\$128,727 88 175,962 13

Increase 36 70-100 per cent.....\$47,254 25

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Oct. 14, 1864, were:

	1864.	1863.
Passengers.....	\$3,767 49	\$2,027 85
Freight.....	8,365 18	11,485 15
Express.....	104 16	75 00
Mails.....	296 58	296 58

Total.....\$12,533 36 \$13,834 58

Receipts from January 1st to Oct. 14:

1864.....\$452,579 39
1863.....308,822 73

Increase.....\$143,756 66

Mr. Sanford Fleming, who has arrived in Quebec, reports most favorably of the survey of the Intercolonial road now going on.

Common Carriers.--Extent of their Liability irrespective of Negligence.--Injuries to Passengers.

The late case of Alden against The New York Central Railroad Company was an action for damages to a passenger on the defendant's railroad, from the running off the track of the car in which he was riding.

Upon the trial, it appeared that the accident was caused by the breaking of the axle of the car. It was extremely cold, and there had been an unusual severity and continuance of cold weather before the accident, which, it was proved, crystallizes iron and renders it brittle. There was a small old crack in the axle, so covered by the wheel that it would have been impossible to discover it without taking the wheel off; and to replace it would require a power equivalent to twenty-five or thirty tons.

Some of the witnesses who were experts, testified that they knew of no way of discovering such a crack without destroying the axle.

The defendant moved for a non-suit, on the ground that no negligence on its part had been shown, which was denied and an exception taken. The defendant asked the Court to charge that the care and diligence required of it by law did not require the taking off of the wheel to examine the axle before starting the car. The judge denied so to charge, and the defendant took an exception.

The plaintiff had a verdict and judgment, which were affirmed at general term in the eighth district of this State, and the defendant appealed to the Court of Appeals.

The following is the opinion of that Court, delivered by

GOULD, JR.—In regard to what has been called the negligence of railroad companies, in not providing safe axles for their cars, the only case in our own Courts which professes to fix any rule, is that of *Hegeman vs. The Western Railroad corporation*, (3 Kern., 9.)

The result of that case held in substance, that the company was responsible, both for the manufacturer's possessing the requisite skill, and for his actual exercise of that skill in each particular axle—the judgment in that case being against the company for negligence in not having discovered a flaw in the axle, which could not have been discovered by any known trial after the axle came into the company's possession, but which might have been discovered by a process of bending before it left the hands of the manufacturer.

But in that case the charge to the jury, at the Circuit, held that, "in making the careful examination required by law, before the train started, the company was not guilty of negligence, if it made all the examination which human skill and foresight could make without taking the machinery to pieces." And in this Court, the prevailing opinion says the company "is bound to use all precautions, as far as human care and foresight will go, for the safety of the passengers."

In the case before us, so far as the defect in the axle (the hidden crack) is concerned it is clearly, and without any contradiction proved that it was absolutely out of the reach of discovery by any practicable examination of the axle, unless by taking off the wheel, with great difficulty and labor; that is "taking the machinery to pieces."

Tried by the *Hegeman* case, it would seem that this defendant could not be responsible for an in-

jury caused, as the one sued for seems to have been by that defect; as it is positively testified "that it would not be safe to run at all an axle cracked as this was," found to have been on examination after the accident.

There has, however, always been something unsatisfactory in the decision of the Hegeman case arising from the difficulty in finding anything to call negligence in the acts of the company as there proved; and we can probably place the result of that case on a surer and more satisfactory ground, as well as fix a test of much easier application, by referring to another case.

In *Sharp vs. Grey* (9 Bing., 457; S. C., Q. M. and Scott, 621), the proprietor of a stage coach was sued for injuring a passenger by the overturning of his coach from the breaking of an axle. The axle was of iron, secured and strengthened by parallel wooden strips secured on and around it; and before starting it was carefully examined, and showed no flaw.

After the accident, it was examined and it then appeared that it had been cracked for sometime, but the crack was in such a place that it was not possible for any strictness of examination to find it without taking off the wooden strips, the frequent taking off of which would have injured the axle and rendered it less safe than it would be if those pieces of wood were left undisturbed.

Yet in that case a verdict of £500 was rendered against the defendant and the court in banc refused to set it aside, holding unanimously, (not that the defendant was guilty of any negligence, but) that he must be held accountable, in every event, to furnish a road-worthy coach; and that, if the event proved it not to have been so, he must suffer the consequences.

And though this may seem a hard rule it is probably the best that can be laid down, since it is plain and of easy application, and when once established is distinct notice to all parties of their duties and liabilities. And, practically, it will be likely to work no more burdensome results to carriers of passengers than to leave them with an uncertain criterion of responsibility, to the trouble and expense of strongly litigated contests before jurists.

The judgment of the Supreme Court should be affirmed, notwithstanding there may, in strictness, have been an error in the refusal to charge (as requested) that the defendant was not bound to take off the wheel and examine the axle, since by the rule now laid down, so charging would be entirely immaterial to the result.

All the judges concurring.

Judgment affirmed.

Wealth and Resources of Pennsylvania.

This State is known by the soubriquet of the "Keystone," being geographically and politically in the centre of the arch of the Union. A large portion of its population is of German descent, not perhaps so enterprising as conservative. Slow of opinion but steady in maintaining it, Pennsylvania is eminently entitled to the appellation generally given to it.

Its area is 46,000 square miles, or 29,440,000 acres. Its population in 1860 was 2,906,116, or about 63 persons to the square mile, and its ratio of increase between 1850 and '80, being at the rate of nearly 26 per cent, we may safely estimate its numbers at the present time as being at least

3,150,000. Its principal city, Philadelphia, situated on the Delaware and Schuylkill, a site selected by William Penn, contained in 1860, 562,529 persons, and at the present time contains at least 600,000. It has 17 principal cities and towns. Six of them having a population of from 11,000 to 49,000 people, and ten more with above 5,000. The improved lands four years ago were in acres 10,463,806, and the unimproved 6,548,847. The value of the farms was \$662,050,707, and of the implements of husbandry \$22,442,842. The live stock consisted of horses, 437,654, asses and mules, 8,832, milch cows, 673,547, working oxen, 60,371, other cattle, 685,575, sheep, 1,631,540, and of swine, 1,031,266.

The animal products per annum were of butter, 58,658,511 lbs., cheese, 2,508,556, wool, 4,752,523, wax and honey, 1,454,698, and the value of slaughtered animals was \$18,399,378.

The cereal crops in bushels in 1860 were as follows: wheat, 13,045,281 bushels, rye, 5,474,792, Indian corn, 28,196,821, oats, 27,387,149, barley, 530,716, and of buckwheat, 5,572,026.

The commercial crops for 1860 were as follows: tobacco, 3,181,586 lbs., hops, 41,576, hemp, 4,003 tons, flax, 310,030 lbs.

Among the miscellaneous crops are:

Peas and beans, bushels	123,094
Irish potatoes " "	11,687,468
Sweet " " "	103,190
Wine, gallons	38,623
Hay, tons	2,255,420
Clover seed, bushels	274,368
Grass seed " "	57,204
Flax seed " "	24,209
Maple sugar, lbs.	2,768,965
Maple molasses, gallons	127,455
Sorghum do. " "	9,605
Silk cocoons, lbs.	163

The value of the orchard products was \$1,479,938, of market gardens, \$1,384,970, and of home made manufactures, \$544,732.

The number of manufactories was 21,100, with a capital of \$189,000,000. The value of the raw material consumed by them was annually \$145,300,000. The value of their products was \$285,500,000, and the number of operatives employed in them was 223,141.

The principal articles manufactured, and their value were as follows:

Flour and meal	\$26,572,261
Woollen goods	12,744,373
Iron bar and rolled	12,643,500
Leather	12,491,631
Clothing	12,192,603
Coal anthracite	11,869,574
" bituminous	2,833,859
Cotton goods	11,759,000
Iron pig (553,660 tons)	11,427,379
Lumber	11,311,149
Boots and shoes	8,178,935
Steam engines and machinery	7,243,453
Printing	6,281,587
Iron castings	4,977,793
Jewelry, silver ware, etc.	4,132,130
Malt liquors	3,246,681
Furniture	2,938,503
Soap and candles	2,937,798
Spirituos liquors	2,183,421
Illuminating Gas	2,147,802
Agricultural implements	1,455,760
Musical instruments	475,950
Sewing machines (5,149)	249,855
Salt	154,264
Zinc, ore (11,800 tons)	72,600
Nickel (2,348 tons)	28,176
Copper, ore (70 tons)	2,450
India rubber goods	18,500

The total movement in foreign and domestic imports were in value, \$20,262,606. The tonnage

was 155,161 tons American, and 89,344 foreign, total, 194,505. The total of shipping owned in the State, sails and steamers, was 308,786 tons. In 1860, 152 vessels was built in the State.

In 1860 there were 89 banks in the State with a capital of \$25,806,553, and 10 insurance companies, with capital and assets of \$6,510,601, and amount of risks, \$139,229,374.

The length of railways in operation was 2,542, costing the sum of \$143,471,710, and they were 66 in number. The city railways in Philadelphia extend 148 miles in all, and cost \$3,811,700.

The canals, 18 besides branches, are collectively 1,047 miles in length, the principal being—
Schuylkill Navigation 108 miles.
North Branch 105 "
West Branch and Susquehanna 117 "
Pennsylvania Eastern Division 156 "
Erie 136 "

The real and personal estate was valued in 1860 at \$1,416,501,888.

The public debt Nov. 30, 1863, was \$39,486,596 78, being \$851,617 04 less than the preceding year, and the productive property owned by the State the same year was \$12,827,546.

Pennsylvania like New York has but one great seaport on the Atlantic, but she has several important lake ports; her railways and canals reach to the latter, crossing her territory and affording numerous outlets and inlets for her trade.

As a coal producing State she excels all others, her iron and coal mines are to her sources of inexhaustible wealth.

New London Northern Railroad.

We learn from the *New Haven Palladium* that a very important suit is soon to be brought before the U. S. Circuit Court at that place. This suit involves the entire property of the New London Northern Railroad Corporation, embracing the line of road, 86 miles in length, from New London to Amherst, with all the buildings, rolling stock, wharves, and other appurtenances thereto. The total cost of the whole has been not much below two millions of dollars. It appears that five or six years ago the New London, Willimantic and Palmer Railroad Corporation failed to meet the interest on its bonds, and passed into the hands of the trustees of the mortgage bondholders. The trustees operated the road for two or three years without fully meeting the interest on the first bonds, and by the action of the Legislatures of Connecticut and Massachusetts, the property passed from the hands of the trustees directly to the holders of the first mortgage bonds, who were organized into a new corporation, receiving its stock in lieu of their bonds. The new corporation was the New London Northern Railroad Company, which has for two or three years past held the line. The second mortgage bondholders and the holders of income and convertible bonds issued by the old corporation, and the holders of the capital shares now deny the equity of the legislation under which the new corporation was created, and of the course pursued by its managers carrying out the provisions of the acts.

Hermetical Barrel.

A barrel has been invented and patented for carrying coal oil. By a certain chemical process it is made impermeable, so that no drop of oil can escape, while the stench and dirt incident to the ordinary petroleum casks are also avoided.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS.					GOLD, SILVER, ETC., STOCKS.					
COMPANIES.		Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	COMPANIES.		Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	COMPANIES.		Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.			
COPPER:					COPPER:					IRON:					GOLD, SILVER, AND QUICKSILVER:					
Acton.....Ca.	200,000	5	14		Jefferson.....L. S.	20,000				6	Copake.....N. Y.	50,000	50		4	Aetna (G.).....Col.	50,000	10		
Acton Vale.....Ca.	80,000	5	50c		Keweenaw....." "	20,000				6	East Elver....." "	6,000	50			Acadia (G.).....N. S.	100,000			
Adventure.....L. S.	20,000				Kickapoo....." "	20,000					George's O'k O. & I. Md.	10,000	100		118	Albion (G.)....." "	100,000	8		
Albany and Boston....." "	20,000	20	24		King Phillip....." "	20,000					Harewood....." "	20,000	5			Alpine (G.).....Col.	150,000	10		
Algonah....." "	20,000				Knowlton....." "	20,000				6	Kahtadin.....Me.	3,000	100			Alps (G.)....." "	100,000	5		
Alliance.....Ca.	200,000	24	2		Lafayette.....Ca.	200,000	1	1		14c	Lake Superior.....L. S.	20,000	23			American....." "	200,000	2		
Allouez.....L. S.	20,000				Lake....." "	200,000	1	1		14c	Masachusett....." "	25,000	1			Am. & Mex. (S.) N. M.				
American.....Ca.	200,000	24	1		Lawrence.....L. S.	20,000				14c	Mount Pleasant.....Pa.	10,000	50		41	Am. Pioneer.....A. T.				
Ameydauld.....L. S.	20,000				Lennoxville.....Ca.	100,000				14c	Teal Lake.....L. S.	20,000	10			Arizona (Silver)....." "	100,000			
Annapolis.....Md.	50,000	10			Logan....." "	100,000				2	Tyson....." "	20,000	10			Atlantic (G.).....N. S.	100,000			
Annapolis.....Md.	10,000	100			Lyster....." "	200,000										At. & Pac. (G. & S.) Nev.	50,000	10		38
Arzona.....Ariz. T.	20,000	20			Madison.....L. S.	20,000				24	Amenia.....N. Y.	100,000	5			Bay State (G.).....Col.	200,000			
Astor.....L. S.	20,000				Malden....." "	20,000				60c	Bucks County.....Pa.	50,000	5		14	Beacon (G.).....N. S.	200,000			
Atlas....." "	20,000				Mandan....." "	20,000				24	Canada.....Ca.	50,000	5			Benton (G.)....." "	100,000			
Astec....." "	20,000				Manhattan....." "	20,000				24	Clute....." "					Bentley Hawk (G.)....." "	50,000	100		14
Balt. and N. C.....N. C.	2,000	5	20c		Marquette.....Md.	20,000				75c	Crystal Lake....." "					Boston (G.)....." "	10,000	10		
Bare Hill....." "	20,000				Maryland.....L. S.	20,000					Erie....." "					Bridges (G.)....." "	10,000	100		
Bay State.....L. S.	20,000				Mass.....L. S.	20,000					Gay's River....." "	100,000	2			Bullion (G.)....." "	200,000	25		
Beaver....." "	20,000				Massachusetts.....L. S.	20,000					Hampton....." "	100,000	5			Burroughs (G.)....." "	100,000	10		
Bedford.....Ca.	125,000	5	15c		Mendota....." "	20,000				58	Keystone.....Pa.					Canadian (G.).....Ca.	200,000	2		40c
Black River....." "	20,000	24			Merrimac....." "	20,000				58	Lancaster....." "					Central (G.).....Col.	50,000	20		17
Bohemian.....L. S.	20,000				Meteor....." "	20,000				84	Laconia.....N. Y.	100,000	5			Chaudiere (G.)....." "	100,000	5		
Bolton....." "	20,000	5			Messard....." "	20,000				84	Mineral Point....." "	100,000	5			Chebucto (G.).....N. S.	100,000	5		60c
Boston.....L. S.	20,000				Michigan....." "	20,000				84	Mount Hope.....N. Y.	80,000	5		24	Colonial (G.).....Ca.	100,000	24		28c
B. and Corinth....." "	20,000	10			Middlesex....." "	20,000				24	National....." "	200,000	1			Colorado (G.).....Col.	50,000	10		
Brooklyn.....L. S.	100,000	5	2		Minnesota.....L. S.	20,000				30	New Jersey.....N. J.	12,000	100		110	Consol. Gregory (G.) Col.	100,000	100		25
Bronze.....Ca.	20,000				Missisquoi.....Ca.	150,000	2			14	N. Y. & Boston.....N. Y.	100,000	5			Copahanna (G.)....." "	200,000	20		
Cabot.....L. S.	20,000				Montezuma.....N. Mex.	300,000	5				Osvegatechie.....Ca.	100,000	5			Coramie (G.)....." "	100,000	10		6
Caledonia....." "	20,000				Morrison.....L. S.	20,000					Pascenta Bay.....N. F.	20,000	25		14	Corydon (G.)....." "	100,000	25		24
Cambridge....." "	100,000	5			Nashua....." "	20,000				28	Ramsay....." "	20,000	25			Day & Bushnell (G.) C.	300,000	10		
Canada....." "	20,000	1			National....." "	20,000				3	Rossie....." "	100,000	5			Denver (G.).....Ca.	50,000	20	12 1/2	15
Carp Lake.....L. S.	20,000				Native....." "	20,000				3	Sussex.....N. J.	100,000	5			Dorset (G.)....." "	170,000	5		
Cascade....." "	20,000				Naumkeag....." "	20,000				10c	Union....." "	100,000	5		57c	El Dorado (G.).....Nev.	100,000	5		
Central.....Ca.	200,000	14			Nelson.....Ca.	200,000	1			1	Walkill.....N. Y.					Empire (S.)....." "				
Champlain....." "	200,000	2			Nequaket.....L. S.	20,000					COAL & ANTHRACITE:					Empress (S.)....." "				
Chatham....." "	100,000	1			Nevada (Silver)....." "	20,000				22	American.....Pa.	37,500	25			Eureka (G.).....Cal.	30,000	10		14
Chaudiere....." "	200,000	1			New England....." "	20,000				22	Ashburton....." "	50,000	50			Excelsior (G.).....Col.	30,000	10		
Chester....." "	20,000				Newton.....Ca.	200,000	1	2		8c	Atlantic & G. O. Md.					Frankfort (G.)....." "	100,000	2		
Chetemp....." "	20,000				New York.....L. S.	20,000				1	Baltimore....." "					Garrison's (G.)....." "	100,000	5		
Chippewa.....L. S.	20,000				N. Y. & Passaic.....N. J.	100,000	5			4	Bear Valley....." "	40,000	12 1/2			Gilbert River (G.).....Ca.	100,000	5		1
Cleveland.....Ca.	20,000	5			North Cliff.....L. S.	20,000				4	Beaver Meadow.....Pa.	100,000	50			Gilpin (G.)....." "	100,000	5		14
Cliff.....L. S.	20,000				North Silver Lake....." "	20,000				15c	Belmont....." "	10,000	50			Gold....." "	50,000	10		5 1/2
Clifton....." "	20,000				North State....." "	20,000				10	Big Mountain.....Pa.	8,000	25			Gold Field....." "	50,000	10		
Coila....." "	20,000				North Sutton.....Ca.	100,000				7 1/2	Black Mt.....N. S.	8,000	25			Gold Hill....." "	50,000	10		
Columbian....." "	20,000	4 1/2	5c		North Western.....L. S.	20,000				3	Blackhall....." "	100,000	5			Gold River....." "	100,000	3		
Consolidated....." "	20,000				Norwich....." "	20,000				10	Boston & Picton....." "	100,000	5			Gould & Curry (G. & S.) N.	300,000	10		24
Copper Falls....." "	20,000	24 1/2	26 1/2		Ogima....." "	20,000				7	Bridgport....." "	20,000	10			Gunnell (G.)....." "	100,000	2		60c
Copper Harbor....." "	20,000				Ontonagon....." "	20,000				23c	Broad Mountain....." "	30,000	10			Hallifax (G.).....N. S.	200,000	2		
Copper Hill....." "	200,000	1			Ottawa.....Ca.	200,000	1				Butler....." "					Harmon (G. & S.) Nev.	150,000	2		
Copperas Hill....." "	50,000	10			Pacific.....L. S.	20,000				22	Cape Briton.....N. S.	200,000	24			Holman (G.)....." "	150,000	2		
Cornwall.....Vt.	100,000	2			Pennsylvania.....L. S.	20,000				22	Carbondale.....Pa.					Hope (G.)....." "	80,000	25	10	10
Dagobah.....L. S.	20,000				Petherick....." "	20,000				22	Central....." "					Isaac's Harbor (G.) N. S.	100,000	5		
Dana....." "	20,000				Pewabic....." "	20,000				54	Clinton....." "					Isabella (G.)....." "	100,000	5		
Deep River.....N. C.	20,000	5	20c		Phila. & Boston....." "	20,000				15	Coal Brook....." "	4,000	50			Kennebec (G.).....Ca.	100,000	5		
Delaware.....L. S.	20,000				Phoenix....." "	20,000				75	Continental....." "	10,000	50			Kent (G.).....N. S.	200,000	1		
Derby....." "	20,000				Pittsburg & Boston....." "	20,000				58	Cumberland (prof.) Md.	50,000	100			Lake (G.)....." "				
Devon....." "	20,000				Pontiac....." "	20,000				7 1/2	Daniel Webster.....Pa.	5,000	100			Lake Major.....N. S.	12,000	50		
Dorchester....." "	20,000				Prince of Wales.....Ca.	200,000					East Mahanoy.....Pa.					Libertad (G. & S.) Mex.	100,000	10		
Douglas....." "	20,000				Providence.....L. S.	20,000					Everhart....." "	20,000	25			Manhattan (G.)....." "	100,000	10		
Dover.....Ca.	200,000				Quincy....." "	20,000				93 1/2	Franklin.....Pa.	5,000	100			Mariposa (G.).....Cal.	100,000	100		24
Dudley.....L. S.	20,000				Reid Hill.....Ca.	200,000				10	Fulton....." "	50,000	5			Massachusetts (G.) Ca.	500,000	5		24
Dunham.....Ca.	200,000	2	30c		Richford....." "	60,000				3	Gilbertson....." "	5,000	100			Mex. Pac. (G. & S.) Mex.	100,000	100		
Durham....." "	200,000	5	10c		Ridge.....L. S.	20,000					Green Mountain.....Pa.	10,000				Montague (G.).....N. S.	50,000	10		
Eagle River.....L. S.	20,000				Rockland.....Ca.	200,000				104	Hampton & Balt. Md.	32,300	50							

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [—] "not ascertained."

PASSENGER RAILROAD BONDS.

Fiscal year ending.	Completed: equi- val't in single tr'k.	In progress or projected	Length. m.	Equip- ment. No	Car- a. No	Companies.	Cost of Road and Equipment	Share Capital paid in.	Indebted- ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.	Description.	Amount out- standing.	Rate.	Pay- able.	Principa payable	Market Price.
									Bonded Debt.	Floting Debt.	Gross.	Nett.									
MASSACHUSETTS.																					
30 Nov. '63	3.36					Boston and Chelsea.	110,000	140,000			7,200	7,200				Broadway [Brooklyn]:					
30 Nov. '63	4.18					Broadway, Boston.	88,551	230,000		12,500	62,446	21,196	91		42	Real Estate Mortgage	27,500	7	J. & J. Var.		
30 Nov. '63	32.96					Cambridge	664,171	657,300	150,000	94			9	105		Brooklyn, Bath & Coney Is'd					
30 Nov. '63	6.74					Cliftondale	95,500	70,000	24,500	4,863						1st Mortgage	44,500	7	J. & J.	1883	
30 Nov. '63	8.27					Dorchester	156,672	121,000			8,468	7,438	7			Brooklyn Centr. & Jamaica:					
30 Nov. '63	1.48					Dorchester Extension	12,800	12,800			1,024	1,024	8			1st Mortgage	804,250	7	J. & D.	1870	
30 Nov. '63	1.41					Dorchester and Roxbury	18,742	12,000		0,800	1,200	1,200	6			Real Estate	22,900	7			
30 Nov. '63	11.75					Lynn and Boston	161,398	150,000	50,000	23,230	88,285	0,516		105		Brooklyn City & Newtown:					
30 Nov. '63	3.41					Malden and Melrose	60,246	200,000	73,100	66,223						1st Mortgage	166,000	7	J. & J.	1872	
30 Nov. '63	2.97					Medford and Charlestown	34,000	22,000	12,000		2,040					Cambridge:					
30 Nov. '63	36.88					Metropolitan (Boston)	621,602	639,300		297,509	388,616	65,539	10	56		1st Mortgage	160,000	6	J. & J.	1881	
30 Nov. '63	7.50					Middlesex (Boston)	348,000	400,000	50,932	39,785	174,422	32,618	8	63		Central Park, East & North River:					
30 Nov. '63	5.69					Quincy	75,525	53,000		16,660	26,837	6,012				1st Mortgage	101,000	7	J. & J.	1874	
30 Nov. '63	5.32					Salem & South Darcvers	57,100	73,300		1,800	9,789	1,273				Citizens' [Pittsburg]					
30 Nov. '63	2.65					Somerville	50,000	50,000			2,500	2,500		32		1st Mortgage	47,500	7	J. & J.	1870	
30 Nov. '63	2.50					Stoneham street (Boston).	31,000	32,900			5,685	1,711	5			Cliftondale:					
30 Nov. '63	7.75					Suffolk (Boston)	167,485	123,260	24,800	63,074	42,750	1,691				1st Mortgage	25,000	6	J. & J.	1871	
30 Nov. '63	1.54					Union (Transportation)	228,179	100,000	20,000	48,178	217,253	18,036	8			Coney Island and Brooklyn:					
30 Nov. '63	3.21					West Cambridge	12,550	12,550		120	642	642	5			1st Mortgage	13,000	7	J. & J.	1873	
30 Nov. '63	2.25					West Roxbury	40,568	40,400		4,798						Delaware County:					
30 Nov. '63	6.00					Winnimmet	62,152	62,200								1st Mortgage	6,500	7			
30 Nov. '63	6.00					Worcester	89,000	69,000	20,000		6,202	642				Dorchester:					
CONNECTICUT.																					
31 Jan. '64	3.0					Fairhaven and Westville.	100,000	100,000								Real Estate Mortgage	5,000	6			
31 Dec. '62	8.5					Hartford and Wethersfield.	300,000	300,000								Dorchester and Roxbury:					
NEW YORK.																					
30 Sep. '63	10.76					Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110	1st Mortgage	127,150	7	J. & J.	1873	
30 Sep. '63	4.00					Brooklyn, Bath & Coney Is'd	106,125	61,625	44,500							Frankford and Southwark:					
30 Sep. '63	24.00					Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216		100	48	1st Mortgage	200,000	7	J. & J.	1869	
30 Sep. '63	56.18					Brooklyn City	1,331,387	1,000,000	170,000		642,641	152,836	9	100	150						
30 Sep. '63	10.50					Brooklyn City and Newtown	284,765	346,000	166,000	11,700	61,453	7,681	3		58	Germantown:					
30 Sep. '63	10.00					Brooklyn City & Ridgewood	51,328	53,500								1st Mortgage	250,000	7	J. & J.	1866	
30 Sep. '63						Buffalo Street										Green and Coates St.:					
30 Sep. '63						Central City (Syracuse)										1st Mortgage	82,000	7	J. & J.	1870	
30 Sep. '63	16.00					Central Pk. N. & E. Riv. (N. Y.)	694,655	443,073	550,000		19,794	7,008		100	69	Hestonville, Mantua & Fair-					
30 Sep. '63	17.50					Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286			100		mount:					
30 Sep. '63	6.00					East & North River (N. Y.)	650	650								1st Mortgage	40,000	7	J. & J.	1869	
30 Sep. '63	17.33					Eighth Avenue (N. Y.)	975,634	800,000		30,000	398,598	124,445	12	100		Hoboken and Weehawken:					
30 Sep. '63	11.00					42d st. & Grand st. Ferry	720,361	600,000	127,100	4,000						1st Mortgage	60,000	7	M. & S.	1872	
30 Sep. '63	4.52					Fourteenth Street (N. Y.)										Lynn and Boston:					
30 Sep. '63	4.63					Grand St. & Newtown (Wg)										1st Mortgage (road)	50,000	6	M. & S.	71-72	
30 Sep. '63						Harlem Br. Morris & Ford m										Malden and Melrose:					
30 Sep. '63						Main & Ohio St. (Buffalo)										1st Mortgage guaranteed	75,000	6		1880	
30 Sep. '63						Niagara Street (Buffalo)										Medford and Charlestown:					
30 Sep. '63	19.00					Ninth Avenue (N. Y.)	447,598	795,380	57,000		97,241	23,479	100			1st Mort. [Winter St. Br.]	12,000	6			
30 Sep. '63						N. Riv. & Wall st. Ferry (N. Y.)	1,200	1,200								Metropolitan:					
30 Sep. '63	7.50					Port Morris & Westchester	81,500	81,500	6,000	7,636	8,977					1st Mortgage	36,625	6			
30 Sep. '63	10.00					Rochester City & Brighton	1,135,848	650,000	25,000	230,354	51,127		100	70		Real Estate Mortgage					
30 Sep. '63	8.37					Second Avenue (N. Y.)	1,161,593	750,000	15,000		412,000	99,227	10	100	115	Middlesex:					
30 Sep. '63						Sixth Avenue (N. Y.)										Malden & Melrose bonds.	60,000	6		1870	
30 Sep. '63	16.50					Tenth Av & 32d st. (N. Y.)	1,519,808	1,170,000	400,000		682,181	233,079	12	100	240	Real Estate	6,210				
30 Sep. '63						Third Avenue (N. Y.)										Ninth Avenue:					
30 Sep. '63	2.00					Troy and Lansingburg	2,160	7,080		1,693	310					1st Mortgage	57,000	7			
30 Sep. '63	1.50					Utica City	62,000	500,000	6,000	5,150	4,582	752				North Philadelphia:					
NEW JERSEY.																					
31 Dec. '62	5.32					Hoboken and Hudson City	32,000	30,000		2,000						1st Mortgage	100,000	7	J. & J.	1869	
31 Dec. '62	5.05					Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,980	3			Orange and Newark:					
31 Dec. '62	10.47					Jersey City & Bergen Point										1st Mortgage Broad street	100,000	7	J. & J.	1881	
31 Dec. '62	17.00					Orange and Newark	411,000	211,000	200,000		71,050	19,188		50		" O. & Newark	100,000	7	J. & J.	1880	
31 Dec. '62	5.80					West Hoboken & Hoboken.	100,000	40,000	60,000							2d Mortgage	100,000	7	J. & J.	1888	
PENNSYLVANIA.																					
31 Oct. '63	7.89					Chestnut & Walnut (Phila)	197,573	100,000	135,000		104,728	60,696	40	10	50	Philadelphia City:					
31 Oct. '63	5.13					Citizens' (Pittsburg)	157,927	92,000	54,200	5,890	99,867	30,108	20		50	1st Mortgage	135,000	6	J. & J.	1879	
31 Oct. '63	4.12					Delaware County	30,729	24,080	6,500	2,850	5,688					Philadelphia and Darby:					
31 Oct. '63	4.58					Fairmount & Arch st. (Phil.)	194,017	200,000		2,050	63,459	14,824	74		18	1st Mortgage	17,000	7	J. & J.	1870	
31 Oct. '63	16.74					Frankford & Southw'k (Ph.)	721,434	490,200	200,000		202,387	58,757	7	50	60	Philadelphia and Gray's					
30 Nov. '63	24.23					Germantown	369,445	112,245	250,000		133,506	26,745	6		60	Ferry:					
31 Oct. '63	8.40					Girard College (Phila.)	160,000	160,000			76,430	19,082		26		1st Mortgage	15,500	7	J. & J.	1869	
31 Oct. '63	8.73					Green & Coates st. (Phila.)	224,182	150,000	87,000		124,540	60,470	194		29	Pittsburg, Allegheny and	54,200				
31 Oct. '63	11.00					Hestonv. Mantua & Fairmt	100,000	60,000	40,000							Manchester:					
31 Oct. '63						Lombard & South st. (Phila.)										1st Mortgage	25,000	7	J. & J.	1871	
31 Oct. '63	11.17					North Philadelphia	800,000	200,000	100,000							Pittsburg & Birmingham:					
31 Oct. '63	12.00					Oakland (Pittsburg & E. L.)	76,500	81,500		500	32,491				16	1st Mortgage	22,600	7	J. & J.	1870	
31 Oct. '63	10.37	0.52				Philadelphia and Darby	86,447	100,000	17,000		24,102	1,91									

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.				DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.			
		Rate.	Periods.	WHEN DUE.	Market Price.			Rate.	Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.											
Loan of Jan. 25, 1847.....registered	\$9,415,250	6	Jan. & July.	1867	118	Massachusetts-Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	71-76	180 1/2
Loan of March 31, 1845.....registered	8,908,342	6	"	1868	117	" " " " " " " " " " " "	600,000	6	"	77-78	115 1/2
" " " " " " " " " " " "	"	6	"	1868	120	" " " " " " " " " " " "	500,000	5	May & Nov.	1893	119 1/2
Texas Indemnity, of Sep. 9, 1850.....coupon	2,052,000	6	"	1865	205	" " " " " " " " " " " "	1,000,000	5	"	1883	118 1/2
Loan of June 14, 1855.....registered	20,000,000	5	"	1874	100 1/2	" " " " " " " " " " " "	168,000	5	"	1880	"
Loan of June 22, 1860.....registered	7,022,000	5	"	1874	99	Michigan-Renewal Loan.....coupon	216,000	6	Jan. & July.	1878	100
" " " " " " " " " " " "	"	5	"	1871	99	" " " " " " " " " " " "	100,000	6	"	1879	"
Oregon War Debt of March, 1861.....coupon	1,016,000	6	"	1871	99	" " " " " " " " " " " "	537,000	7	"	1886	100
" " " " " " " " " " " "	"	6	"	1881	100	" " " " " " " " " " " "	2,000,000	6	"	68-78	"
Loan of Feb. 8, 1861.....registered	18,415,000	6	Yearly.	1881	102	Minnesota-State bonds.....coupon	250,000	8	Jan. & July.	1867	100
" " " " " " " " " " " "	"	6	Jan. & July.	1881	106	" " " " " " " " " " " "	100,000	7	"	1871	"
Loan of July 17, & Aug. 5, 1861.....registered	238,459,450	6	"	1881	105 1/2	" " " " " " " " " " " "	2,275,000	7	"	1883	"
" " " " " " " " " " " "	"	6	"	1881	105 1/2	Mississippi-State bonds (Banks).....coupon	2,000,000	6	"	41-71	"
Loan of Feb. 25, 1862 (5-20s).....registered	610,756,900	6	"	1881	105 1/2	" " " " " " " " " " " "	63,000	5 1/2	Jan. & July.	1863	61 1/2
Loan of March 3, 1864 (10-40s).....registered	81,830,500	6	"	1881	105 1/2	Missouri-Bank Stock Loan of 1857.....	199,000	6	"	1863	61 1/2
Loan of March 3, 1864 (5-20s).....registered	40,000,000	6	May & Nov.	1882	99 1/2	" " " " " " " " " " " "	100,000	6	April & Oct.	1863	"
Treasury Notes of July 17, 1861.....coupon	25,410,400	7.3	"	1882	107	" " " " " " " " " " " "	40,000	6	Jan. & July.	1863	"
" " " " " " " " " " " "	55,907,600	7.3	"	1882	107	" " " " " " " " " " " "	200,000	6	"	1883	"
Debt Certificates.....	229,948,000	6	"	1882	107	" " " " " " " " " " " "	7,000,000	6	"	72-78	68 1/2
One Year Treasury Notes (legal tender).....	44,529,000	6	Feb. & Aug.	1904	94 1/2	" " " " " " " " " " " "	4,500,000	6	"	72-78	68 1/2
Two Year's Treasury Notes (coupon).....	16,480,000	6	April & Oct.	1904	94 1/2	" " " " " " " " " " " "	3,000,000	6	"	72-78	68 1/2
Three Year's Compound Interest notes of '63	65,862,250	6	May & Nov.	1884	95 1/2	" " " " " " " " " " " "	4,350,000	6	"	72-78	68 1/2
" " " " " " " " " " " "	15,000,000	6	"	1884	100 1/2	" " " " " " " " " " " "	3,501,000	6	"	73-78	68 1/2
" " " " " " " " " " " "	87,329,080	6	"	1884	100 1/2	" " " " " " " " " " " "	650,000	6	"	78-79	"
" " " " " " " " " " " "	"	6	"	1887	95	" " " " " " " " " " " "	700,000	6	"	1889	"
" " " " " " " " " " " "	"	6	"	1869	95	" " " " " " " " " " " "	431,000	9	June & Dec.	64-66	"
STATE LOANS.											
Alabama-State bonds.....coupon	3,423,000	5	Jan. & July.	1877	100	" " " " " " " " " " " "	780,000	6	Feb. & Aug.	1876	100
Arkansas-State bonds (R. E. B'k).....coupon	899,000	6	No int' est	1868	100	New Hampshire-State bonds.....coupon	535,100	6	"	1876	100
" " " " " " " " " " " "	610,000	6	paid for	1868	100	" " " " " " " " " " " "	200,000	6	Jan. & July.	65-71	Var.
" " " " " " " " " " " "	38,000	6	many yrs	1868	100	New Jersey-State stock.....registered	95,000	6	"	65-71	Var.
California-Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July.	1878	140	" " " " " " " " " " " "	581,820	6	"	65-71	Var.
" " " " " " " " " " " "	198,500	7	"	1880	100	" " " " " " " " " " " "	200,000	6	"	1871	"
" " " " " " " " " " " "	610,004	7	"	1872	100	New York-General F'd: Astor Debt.....	591,500	6	Jan. & July.	pleas.	107
Connecticut-War Fund bonds.....coupon	2,000,000	6	Jan. & July.	71-72	105 1/2	" " " " " " " " " " " "	348,107	5	"	pleas.	107
" " " " " " " " " " " "	1,000,000	6	"	81-82	105 1/2	" " " " " " " " " " " "	900,000	5	"	1876	"
" " " " " " " " " " " "	1,000,000	6	"	1882	105 1/2	" " " " " " " " " " " "	442,961	5	May & Nov.	1898	107
Florida-State bonds.....coupon	143,000	7	"	1882	100	" " " " " " " " " " " "	1,189,781	6	Jan. & July.	68-78	117
Georgia-State bonds.....coupon	72,000	6	Jan. & July.	1872	100	" " " " " " " " " " " "	1,300,000	6	"	1870	113
" " " " " " " " " " " "	2,073,750	7	"	63-80	60	" " " " " " " " " " " "	700,000	6	"	1870	113
" " " " " " " " " " " "	625,000	7	"	62-72	101	" " " " " " " " " " " "	28,698	6	"	1870	113
Illinois-New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	101	" " " " " " " " " " " "	11,050	5 1/2	"	65-67	100
" " " " " " " " " " " "	1,322,085	6	"	1877	100	" " " " " " " " " " " "	14,230	6	"	65-67	100
" " " " " " " " " " " "	737,222	6	"	1880	100	" " " " " " " " " " " "	421,000	6	Jan. & July.	1864	100
" " " " " " " " " " " "	2,187,000	6	"	63-80	106	" " " " " " " " " " " "	287,700	4 1/2	J. A. J. & O	1864	100
" " " " " " " " " " " "	2,000,000	6	"	1879	99	" " " " " " " " " " " "	68,000	5	Feb. & Aug.	1865	100
" " " " " " " " " " " "	1,778,423	6	"	1870	100	" " " " " " " " " " " "	28,000	5 1/2	J. A. J. & O	1865	100
" " " " " " " " " " " "	1,989,397	6	"	1870	100	" " " " " " " " " " " "	320,000	5 1/2	Jan. & July.	1865	100
Indiana-State stock.....registered	5,325,500	6	Jan. & July.	1886	85	" " " " " " " " " " " "	100,000	6	"	1867	100
" " " " " " " " " " " "	2,058,173	2 1/2	"	1886	85	" " " " " " " " " " " "	6,922,274	6	"	63-74	109 1/2
" " " " " " " " " " " "	391,000	6	"	d'm'd.	100	" " " " " " " " " " " "	15,889,025	7	"	64-76	117
" " " " " " " " " " " "	1,371,780	6	May & Nov.	1881	99	" " " " " " " " " " " "	1,200,000	6	Various.	1864	100
" " " " " " " " " " " "	4,079,500	6	Jan. & July.	86	100	" " " " " " " " " " " "	9,129,505	6	Jan. & July.	1865	110 1/2
" " " " " " " " " " " "	1,216,737	5	"	"	100	" " " " " " " " " " " "	1,015,000	6	"	1865	95
" " " " " " " " " " " "	1,243,000	5	"	"	100	" " " " " " " " " " " "	879,868	6	"	1868	100
" " " " " " " " " " " "	479,545	6	"	"	100	" " " " " " " " " " " "	2,183,532	6	"	1870	105
Iowa-State stocks.....coupon	200,000	7	Jan. & July.	1863	100	" " " " " " " " " " " "	1,600,000	6	"	1875	105
" " " " " " " " " " " "	800,000	7	"	81-82	100	" " " " " " " " " " " "	4,095,309	6	"	1881	106
" " " " " " " " " " " "	122,295	10	Annually.	d'm'd.	100	" " " " " " " " " " " "	2,400,000	6	"	1886	106
Kansas-State bonds (sinking fund).....coupon	146,000	7	Jan. & July.	1876	100	" " " " " " " " " " " "	125,680	6	"	1863	108
" " " " " " " " " " " "	54,000	7	May & Nov.	1878	100	" " " " " " " " " " " "	1,500	6	"	1866	108
" " " " " " " " " " " "	65,000	6	July.	1883	100	" " " " " " " " " " " "	279,313	6	"	1868	108
Kentucky-State bonds.....coupon	4,800,000	5	Jan. & July.	65-75	100	" " " " " " " " " " " "	2,920,403	6	Yearly.	1868	100
" " " " " " " " " " " "	"	5	"	81-91	100	Oregon-State scrip.....	55,372	4 1/2	April & Oct.	due.	94
" " " " " " " " " " " "	600,000	5	"	93-96	100	Pennsylvania-State Stock Loans.....	131,200	5	Jan. & July.	due.	94
" " " " " " " " " " " "	67,500	5	"	1891	100	" " " " " " " " " " " "	10,780,095	5	Feb. & Aug.	due.	94
" " " " " " " " " " " "	2,000,000	5	"	91-96	110	" " " " " " " " " " " "	3,886,070	5	Mar. & Sept.	due.	94
Louisiana-State bonds (R. R. etc.).....coupon	516,130	6	"	1871	100	" " " " " " " " " " " "	3,690,614	5	June & Dec.	due.	94
" " " " " " " " " " " "	3,902,000	6	"	d'm'd.	66	" " " " " " " " " " " "	3,241,898	5	Feb. & Aug.	due.	94
" " " " " " " " " " " "	5,398,533	6	"	87-99	100	" " " " " " " " " " " "	210,263	5	Jan. & July.	1882	104 1/2
" " " " " " " " " " " "	670,000	6	"	"	100	" " " " " " " " " " " "	200,000	4 1/2	Feb. & Aug.	1864	104 1/2
Maine-State bonds.....coupon	1,000,000	6	Mar. & Sept.	63-77	100	" " " " " " " " " " " "	1,177,990	5	June & Dec.	1864	104 1/2
" " " " " " " " " " " "	"	6	Jan. & July.	81-83	101 1/2	" " " " " " " " " " " "	675,029	5	June & Dec.	1864	104 1/2
Maryland-State bonds (st'g).....coupon	816,000	5	"	1865	100	" " " " " " " " " " " "	1,045,629	5	Jan. & July.	1865	104 1/2
" " " " " " " " " " " "	200,376	5	"	1865	100	" " " " " " " " " " " "	1,558,673	5	"	1870	104 1/2
" " " " " " " " " " " "	5,585,555	5	"	89-90	104 1/2	" " " " " " " " " " " "	2,277,755	5	"	1870	104 1/2
" " " " " " " " " " " "	2,490,569	5	"	89-90	108	" " " " " " " " " " " "	1,786,214	5	Feb. & Aug.	1877	101
" " " " " " " " " " " "	500,000	3	"	1890	100	" " " " " " " " " " " "	428,000	5	April & Oct.	1879	106
" " " " " " " " " " " "	100,000	4 1/2	Chiefly quarterly.	42-58	100	" " " " " " " " " " " "	400,000	5	Jan. & July.	1882	106
" " " " " " " " " " " "	787,500	5	"	1880	100	" " " " " " " " " " " "	360,937	5	"	1871	106 1/2
" " " " " " " " " " " "	399,408	5	"	89-90	103	" " " " " " " " " " " "	97,360	5	Feb. & Aug.	1871	106 1/2
" " " " " " " " " " " "	148,711	5	"	pleas.	107	" " " " " " " " " " " "	3,000,000	5	Mar. & Sept.	1882	101 1/2
" " " " " "											

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1899	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,857	938,547
1890	81,551	76,021	78,861	65,358	75,230	63,761	73,474	136,897	141,174	122,487	104,254	80,295	1,098,464
1891	73,169	93,591	110,963	72,196	61,994	90,625	95,096	123,191	132,639	119,409	115,201	111,965	1,225,001
1892	109,850	101,365	104,372	122,084	182,301	145,542	149,137	167,943	170,044	170,910	166,869	168,294	1,678,706
1893	100,991	154,417	195,802	162,722	178,785	206,090	224,256	312,164	320,857				
Chicago and Rock Island:													
1899	60,053	55,497	63,116	71,792	73,573	72,392	67,076	87,233	120,053	126,090	100,440	82,262	984,577
1890	72,884	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,038
1891	83,080	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,094	152,537	122,319	113,753	1,261,050
1892	120,776	90,607	76,676	76,459	102,353	128,374	119,947	117,068	146,268	161,503	138,795	136,595	1,423,459
1893	140,024	120,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,969,267
1894	158,735	176,482	245,150	175,338	188,555	206,300	195,103	271,141	331,494				
Chicago and Northwestern:													
1899	18,589	19,535	22,970	25,851	28,291	23,096	24,326	23,536	51,340	55,831	55,003	42,101	400,459
1890	32,192	33,408	45,346	43,919	62,392	45,985	39,500	49,671	80,819	108,737	74,331	55,554	676,754
1891	48,325	48,051	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,145	81,299	55,199	855,658
1892	46,005	49,103	69,245	64,725	84,706	104,815	95,340	71,506	104,094	124,787	108,966	90,991	964,677
1893	69,691	81,160	92,453	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,622	1,488,197
1894	95,123	111,495	167,902	174,689	188,629								
Cleveland and Toledo:													
1899	58,556	56,779	75,709	62,294	55,652	62,788	44,781	61,791	72,389	79,673	76,304	82,230	780,236
1890	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,487	82,400	889,499
1891	85,239	76,913	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	85,401	105,263	955,669
1892	106,263	88,468	108,175	87,915	99,716	64,910	71,718	78,538	102,176	112,507	117,284	164,376	1,167,544
1893	146,918	146,839	165,780	121,278	103,407	99,569	90,892	95,134	130,551	150,397	143,836	185,920	1,579,509
1894	164,068	176,106	203,329	168,077	128,000	100,000	113,515	154,245					
Erie:													
1899	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1890	354,000	345,000	453,211	457,161	393,409	398,409	391,955	477,642	600,124	587,242	661,448	412,723	5,385,424
1891	404,507	391,932	455,560	547,174	508,610	430,063	372,705	419,010	515,943	719,354	734,108	714,211	6,214,183
1892	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	886,136	902,908	963,859	8,445,827
1893	845,095	839,949	956,445	948,059	848,783	770,143	731,243	687,092	816,801	968,294	1,024,649	1,035,321	10,469,451
1894	984,837	914,133	1,094,508	1,079,508	1,052,293	1,021,976	974,317	1,085,384	1,201,006				
Galena and Chicago:													
1899	60,653	62,693	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1890	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,800	1,730,396
1891	109,307	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	208,575	159,580	143,592	1,777,541
1892	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1893	143,906	169,577	177,251	196,872	220,825								
Hudson River:													
1899	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,033	1,933,434
1890	212,714	209,422	181,047	134,006	156,231	129,996	140,860	167,220	180,000	192,951	169,549	230,370	2,076,822
1891	223,157	205,343	167,560	139,751	150,803	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,637
1892	307,339	281,568	303,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1893	458,963	426,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,760	484,550	3,726,140
1894	501,231	472,240	356,626	278,540	231,759	258,949	273,726	306,595					
Illinois Central:													
1899	152,936	134,311	154,890	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,123,096
1890	185,267	185,926	206,994	183,758	219,890	188,090	193,931	248,971	259,643	321,059	343,163	225,196	2,664,848
1891	321,844	279,268	229,334	192,054	199,438	177,829	189,280	268,983	289,692	284,020	243,249	224,401	2,899,612
1892	307,339	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1893	299,944	271,085	275,643	289,224	334,637	407,992	343,929	511,305	478,576	496,433	437,679	424,331	4,571,028
1894	318,200	406,595	445,320	421,457	414,731	497,223	404,197	586,434	767,363				
Marquette and Cincinnati:													
1899	33,904	26,252	23,891	38,579	32,668	29,384	37,271	56,637	46,452	81,329	55,257	48,544	612,218
1890	33,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1891	66,540	77,874	90,755	73,215	83,964	75,055	89,533	94,376	96,062				
Milwaukee and Prairie du Chien:													
1899	87,520	82,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1890	84,246	44,027	43,637	49,102	112,266	141,771	107,117	90,468	134,726	177,879	130,134	67,920	1,153,407
1891	88,908	62,907	7,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1892	67,150	76,132	44,925	88,177	106,967	111,266	71,587	69,352	155,417	206,054	138,342	90,000	1,224,548
1893	102,748	116,135	88,222	140,417	186,747	212,226	139,547	113,398					
Michigan Southern & Northern Indiana:													
1899	104,345	106,828	143,628	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1890	131,467	119,838	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,968
1891	140,925	116,983	153,170	170,362	161,391	126,558	178,778	235,090	276,181	231,265	189,077	2,189,077	2,189,077
1892	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	326,818	305,284	279,539	2,947,533
1893	248,784	230,508	557,227	288,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,045	3,302,541
1894	256,600	304,445	333,058	327,206	264,818	311,717	279,129	355,294	508,330				
Michigan Central:													
1899	101,396	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1890	107,749	107,749	160,511	155,510	123,085	128,393	108,540	251,423	300,474	198,182	129,022	2,025,142	2,025,142
1891	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,843	260,333	242,089	200,134	2,124,341
1892	230,159	159,658	151,902	175,696	187,039	174,002	172,189	216,624	296,966	322,369	307,474	258,634	2,656,702
1893	242,073	245,353	326,432	238,495	236,453	204,221	193,328	215,449	308,168	375,483	339,794	306,186	3,168,065
1894	252,435	278,458	348,802	338,276	271,553	265,780	263,244	346,751	408,445				
New York Central:													
1899	280,349	370,544	509,211	478,563	409,623	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,302,703
1890	287,123	402,530	661,078	585,141	551,700	495,943	544,944	692,382	868,933	811,463	730,736	628,047	7,154,922
1891	489,065	420,798	627,051	699,688	677,073	558,743	623,138	682,076	696,175	927,036	952,960	872,986	7,966,733
1892	74												

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Rock Island:						
Mortgage	\$200,000	7			1867		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	105
Convert. (guar. by Dir.)	150,000	7			1868		Chicago and Northwestern:						
Alabama and Tenn. Rivers:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	103
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		General 1st Mortgage	3,600,000	7	"	"	1885	94
2d Mortgage	225,705	8			1864		Bonds issued for coupons of do.	756,000	7	May & Nov.	"	1883	100
Albany, Va. and Canada:							2d Mortgage	2,000,000	6	"	"	1890	98
1st Mortgage	600,000	7	March & Sept.	New York.	1867		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	99
Atlantic and Gt. Western (N.Y.):							Green Bay Extension Bonds	300,000	7	"	"	1885	95
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879		Flagg Trust Bonds	245,000	8	Jan. & July.	"		
2d Mortgage	683,500	7	"	"	1881		Cincinnati, Hamilton and Dayton:						
Atlantic and Gt. Western (Pa.):							1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877		2d Mortgage	1,250,000	7	May & Nov.	"	1880	116
2d Mortgage	956,000	7	"	"	1882		Cincinnati and Zanesville:						
Eastern Coal Fields Branch	400,000	7	"	"	1882		1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
Atlantic and Great Western (O.):							2d Mortgage	574,000	7	Feb. & Aug.	"		
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	96	Income	158,000	7	"	"		
2d Mortgage		7	Jan. & July.	"	1883		Tunnel Right	250,500	7	"	"		
Atlantic and St. Lawrence:							Cleveland and Mahoning:						
Dollar Bonds (Coupon)	958,000	6	April & Oct.	Portland.	1866	92	1st Mortgage	1,850,000	7	Feb. & Aug.	New York.	1873	115
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	2d Mortgage	244,200	7	March & Sept.	"	1864	110
City of Portland Loan (Coups.)	1,000,000	6	Various	N.Y., P. & Bos.	1869-70		3d Mortgage	688,200	8	"	"	1876	
Baltimore and Ohio:							Clev., Painesville and Ashtabula:						
Maryland Sterling Bds of 1833.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838		1st Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Mortgage Coupon	2,500,000	6	April & Oct.	Baltimore.	1885	103	Special (Sunbury and Erie)	500,000	7	"	"	1878	121
"	1850.	6	Jan. & July.	"	1880	105	Dividend Mortgage	900,000	7	"	"	1880	
"	1855.	6	Jan. & July.	"	1875	102	Cleveland and Pittsburg:						
"	1858.	6	Ja. Ap. Ju. Oc.	"	1887	101	1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
Balt. City Loan of 1855	6,000,000	6	Jan. & July.	"	1860	111	2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	"	1873	108
Bellevue and Indiana:							3d Mort. (M. L.) or 2d Extension	1,166,000	7	"	"	1875	100
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101	4th Mort. (M. L.) or 3d Extension	1,059,023	6	"	"	1886	82
2d Mortgage	130,000	7	"	"	1870		River Line bonds	20,000	7	"	"	1887	
Belvidere Delaware:							Clev., Columbus and Cin.:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100	1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	1864-80	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95	Cleveland and Toledo:						
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877		Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101
Boston Concord and Montreal:							Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	"	1872	101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102	Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	"	1863	75
2d Mortgage	300,000	7	"	New York.	1865	104	C. and T. Income Mortgage	250	7	March & Sept.	"	1863	75
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870		C. and T. Income (convertible)	119,000	7	Jan. & July.	"	1864	
2d Mortgage Coupons	250,000	7	"	New York.	1870	106	C. and T. Income (convertible)	167,000	7	"	"	1864	
Sinking Fund	200,000	6	"	Boston.	1889	100	C. and T. Income (convert.)	123,500	7	April & Oct.	New York.	1865	70
Boston and Lowell:							C. and T. Income (convertible)	6,000	7	March & Sept.	"	1870	
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100	C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	"	1885	100
Buffalo, New York and Erie:							Columbus and Xenia:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	105	Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
2d Mortgage coupon	426,714	7	May & Nov.	"	1872	103	Connecticut River:						
Buffalo and State Line:							Mortgage	250,000	6	March & Sept.	Boston.	1878	103
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101	Connecticut and Passump. Rivers:						
Income in '99, '10, '12	200,000	7	Jan. & July.	"	var.		1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100
Unsecured	200,000	7	"	"	1864		Cumberland Valley:						
Special Erie and North-East	149,000	7	"	"	1861-70		1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1864	
Burlington and Missouri:							2d Mortgage	109,500	8	"	"	1904	
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.			Dayton and Michigan:						
Cairo and Fulton (Mo.):							1st Mortgage	300,000	8	Jan. & July.	New York.	1867	105
State (Mo.) Loan	650,000	6			73-79		2d Mortgage	2,605,000	8	"	"	1881	103
Camden and Amboy:							Dayton and Western:						
English debt (S. F.) £453,008.	2,192,928	6	Semi-annual.	London.	1880		1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
Converted Sterling Loan	793,200	5	"	"	1863		2d Mortgage	250,000	7	June & Dec.	"		40
American Loan	762,000	6	"	New York.	1864	105	Delaware:						
Loan for \$500,000	500,000	6	"	"	1867	105	1st Mortgage guar. by P. W. &						
"	790,000	6	"	"	1870	116	Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	101
"	675,000	6	"	"	1875	100	Guaranteed	100,000	6	"	"	1875	105
"	1,700,000	6	"	"	1883	101	State Loan	170,000	6	"	"	1876	
"	867,000	6	"	"	1889	107	Delaware, Lackawanna and W'n:						
Consolid. Mort. Loan \$5,000,000					109		1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
Camden and Atlantic:							1st Mortgage (B. Extension)	1,492,000	7	"	"	1876	110
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872		2d Mortgage	2,516,500		March & Sept.	"	1881	110
Catawba:							Detroit and Milwaukee:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882		1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
Cayuga and Susquehanna:							2d Mortgage	1,000,000	8	"	"	1896	
1st Mortgage	800,000	7	Jan. & July.	New York.	1866		3d Mortgage (convertible)	750,000	10	"	"	1868	
Central of New Jersey:							4th Mortgage (G. W. R. R.)	500,000	8	"	"		
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	1865-70	109	Dubuque and Sioux City:						
2d Mortgage	600,000	7	May & Nov.	"	1875	113	1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Central Ohio:							Dubuque Western:						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1861	106	1st Mortgage	344,000	7	"	"		
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94	Eastern (Mass.):						
2d Mortgage	800,000	7	June & Dec.	New York.	1865	101	Income (due \$75,000 annually)	150,000	6	June & Dec.	Boston.	1863-64	102
3d Mortgage (S. F.)	950,000	7	"	"	1885	85	2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	98
4th Mortgage (S. F.)	1,265,900	7	"	"	1870	59	3d Mortgage (convertible)	672,800	6	Feb. & Aug.	Boston.	1874	102
Charleston and Savannah:							1st M. (State) \$75,000 a year after '64	500,000	5	Ja. Ap. Ju. Oc.	"	1865-71	
1st Mortgage (endorsed)	510,000	6					East Tennessee and Georgia:						
2d Mortgage	1,000,000	7					State, 1st Mortgage	970,000					
Cheshire:							Endorsed by State of Tennessee	150,000					
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100	Mortgage (ordinary)	790,688					
Chicago, Burlington & Quincy:							East Tennessee and Virginia:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	120	State, 1st Lien	1,602,000					
" " " " " " " "	3163,000	8	"	"	1888		Endorsed by State of Tennessee	200,000					
Plain Bonds, dated Sept. 20, 1880	781,000	7	March & Sept.	"	1890		1st Mortgage (after State)	100,000					
2d Mortgage, convertible	940,500	44	July	Frankfort, O.	1890		Redeemable in Stock	66,953					
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1897		Eaton and Hamilton:						
Central Military Tract, 2d Mort.	65,000	8	May & Nov.	"	1888		1st Mortgage	757,734	1			var.	
" " " " " " " "	65,000	8	March & Sept.	"	1876		Erie and North-East:						
Chicago and Alton:							Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-70	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	104	Florida:						
1st Mortgage pref. S. F.	655,000	7	April & Oct.	"	1877	100	Internal Improvement (State)	1,655,000	7			1891	
Income Bonds	1,100,000	7	May & Nov.	"	1882	87	Free Land, 2d Mortgage	1,500,000	8			1891	
Chicago and Milwaukee:							Florida and Alabama:						
1st General Mort.		7	Jan. & July.	New York.	1899		Internal Improvement (State)		7			1891	
1st " " (C. & M.) conv.		7	May & Nov.	"	1874		Free Land, 2d Mortgage		8			1891	
1st " " (M. & C.)		8	Jan. & July.	"	18		Florida, Atlantic and Gulf Centr.		7			1891	
1st " " " "		8	"	"	15		Internal Improvement (State)	200,000	7			1891	
Chicago and Great Eastern:							Free Land, 2d Mortgage	200,000	8			1891	
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1894								

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. S. F., Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.				Description.	Amount.	Interest.	Interest.			
			When payable.	Where payable.	Due.	Price.				When payable.	Where payable.	Due.	Price.
Galena and Chicago Union:							Memphis and Ohio:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	118	State [Tenn.] Loan	1,240,000	6				
2d Mortgage (S. F.) Coupon	1,338,000	7	May & Nov.	"	1875	103	Michigan Central:						
Elgin and State Line	139,000		Jan. & July.	"	1879		1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	93
Great Western, Ill.:							1st Mortgage S. F. (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1898	106	1st Mortgage (convert.) Dollar	2,230,500	8	"	N. Y. & Boston	1869	120
" Eastern	1,350,000	7	Feb. & Aug.	"	1885	102 1/2	1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	"	1882	125
Hannibal and St. Joseph:							1st Mortgage (S. F.) convertible	4,328,000	8	"	"	1882	125
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	73-87	85	Mich. Southern and N. Indiana:						
Land Security	3,244,500	7	April & Oct.	"	1891	95	Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1890	100
Convertible Bonds	823,000	7	Jan. & July.	"	1883	100	Northern Indiana, 1st	21,000	7	Feb. & Aug.	"	1861	107
Harrisburg and Lancaster:							Erie and Kalamazoo	41,000	7	March & Sept.	"	1862	
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112 1/2	Northern Indiana, conv.	10,000	7	Feb. & Aug.	"	1863	81
Hartford and New Haven:							Jackson Branch	77,000	7	"	"	1865	83
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	Goshen Air Line	693,000	7	"	"	1868	97
Houston and Texas Central:							Detroit and Toledo	734,000	7	"	"	1876	100
State (1st Lien) Loan	210,000	6	Jan. & July.	Bridgeport.	1877		1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	"	1885	108
Mortgage	125,000	7			1868		2d General Mortgage	2,194,500	7	"	"	1877	104
Hudson River:							* Milwaukee and Beloit:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	69-70	108	1st Mortgage	630,000	8				
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	113	* Milwaukee and Horicon:						
3d Mortgage	1,840,000	7	May & Nov.	"	1875	118	1st Mortgage	420,000	8				
Convertible	1,002,000	7	"	"	1887	101	2d Mortgage	600,000	8				
Illinois Central:							Milwaukee and Prairie du Chien:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868		1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	108
Construction	11,432,500	7	April & Oct.	London.	1875		Minnesota and Pacific:						
Construction (special)	2,866,500	6	"	New York.	1875	114 1/2	Real Estate	1,200,000	7	Jan. & July.		1892	
Eight per cent. bonds	287,000	8	March & Sept.	"	1865		Mississippi Central:						
Indiana Central:							1st Mortgage	1,007,363	7				
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866		Mississippi Central and Tenn.:						
2d Mortgage	364,000	10	"	"		120	State (Tenn.) Loan	529,000	6				
Income	20,500						Mississippi and Missouri:						
Indianapolis and Cincinnati:							1st Mortgage (convertible)	1,000,000	7		New York.		
1st Mortgage	500,000	7	Jan. & July.	New York.	1868	106	2d Mortgage (S. F.)	400,000	8		"		
2d Mortgage	400,000	7	"	"	1862	100	Oakalosa Division	500,000	7	Jan. & July.	"	1875	18 1/2
Real Estate Mortgage	200,000	7			1858	68	1st Land Grant	2,000,000	7	"	"		59 1/2
Ind. Pittsburg and Cleveland:							2d Land Grant	700,000			"		
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		Mississippi and Tennessee:						
2d Mortgage	347,000	7	"	"			Tennessee State Loan	98,000	6			1885	
Indianapolis and Madison:							Mississippi State Loan	202,799	6				
Mortgage	661,000	7	May & Nov.	New York.	1881	83	1st Mortgage	171,000	7			1876	
Jeffersonville:							Mobile and Ohio:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75	City (Mobile) Tax Loan	400,000	6				
2d Mortgage	392,000	7	April & Oct.	"	1873	70	Tennessee State Loan	674,860	6				
* Kennebec and Portland:							Alabama State Loan	389,410	6				
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870		Income	1,508,070	8	Jan. & July.	New York.	61-67	
2d Mortgage	230,000	6	"	Augusta.	1861		Sterling	878,035	6			1883	
3d Mortgage	250,000	6	"	"	1862		Mississippi State Loan	200,970	6				
* Kentucky Centr. (Cov. and Lex.)							Montgomery and West Point:						
1st Mortgage	180,000	6					Alabama State Loan	122,622					
2d Mortgage	260,000	7					Mortgage (due 1860, '63 and '65)	350,000	6			var.	
3d Mortgage (convertible)	1,000,000	7					Mortgage	450,000	8			1866	
Guaranteed by Covington	200,000	6					Muscogee:						
Cincinnati (exchanged)	100,000	6					1st Mortgage	249,000	7				
Keokuk, Ft. D. Moines and Minn.:							Nashville and Chattanooga:						
City of Keokuk, 20 years	400,000	8					Mortgage (State endorsed)	1,500,000					
City of Keokuk, (special tax)	150,000	10					Chat. and Cleve. Subsc. (endors.)	231,000					
Keokuk, Mt. Pleasant and Muscat.							* New Albany and Salem:						
Lee County	150,000	8					Crawfordsville	175,000	7				
City of Keokuk	200,000	8					1st Mortgage	500,000	10				
La Crosse, Virgona & Mineral Pt.:							1st Mortgage	2,235,000	6				
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888		N. Hav., N. Lond. and Ston'ton:						
Lohigh Valley:							Mortgage	450,000	7	March & Sept.	New Haven.	1861	
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	103 1/2	2d Mortgage	200,000	6	Jan. & July.	"	1863	95
La Crosse and Milwaukee:							Extension	116,000	6	May & Nov.	"	1878	
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.			New Haven and Northampton:						
2d Mortgage (Eastern Div.)	1,000,000	7	"	"			1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Land Grant (Western Div.)	4,000,000	7	Jan. & July.	New York.			1st Mortgage (H & Hamp.)	108,000	6				
2d Land Grant (Western Div.)	353,500	7	"	"			New Jersey:						
3d Mortgage (whole road)	1,700,000	7	"	"			Company's (various)	642,500		Semi-annually.	New York.	var.	102 1/2
Unsecured Bonds	1,785,000	7					New London Northern:						
Lexington and Frankfort:							1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
Mortgage, due 1864, '69 and '74	108,000	6					N. Orleans, Jackson and Gt. North:						
Little Miami:							State (Miss.) Loan	255,000	5			63-78	
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103	1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
Long Island:							N. Orleans, Opelousa, and Gt. West:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876		Louisiana State Loan	641,000	6				
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100	New Orleans City Subscription	1,500,000	5				
Extension Bonds	175,000	7	May & Nov.	"	1890	110	1st Mortgage (S. F.)	596,000	8			1889	
Long Dock Co.:							New York Central:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110	Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	111
Mortgages on Land	473,309	7	"	"			Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July.	"	1864	104 1/2
Louisville and Frankfort:							Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	"	1876	115
Louisville Loan	100,000		Jan. & July.	New York.	1881		Exchanged S. F. B'ds.	693,000	6	May & Nov.	"	1883	106
1st Mortgage	201,000		"	"	63-78		" (") B. & N. F.	78,000	6	"	"	1883	
Louisville and Nashville:							Real Estate (S. F.) Bonds	165,000	6	"	"	1883	105
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	88-92		Real Estate Bonds & Mortgages	210,273	7	var.	"	var.	
1st Mortgage	2,000,000	7	Feb. & Aug.	"	1883		"	25,502	6	"	"	1883	101
Lebanon Branch 1st Mortgage	400,000	7	var.		var.		Bonds of June, 1854	2,949,200	7	June & Dec.	"	1864	103 1/2
Memphis Branch 1st Mortgage	300,000	7			var.		Bonds of Aug. 1852, Convertible	781,000	7	Feb. & Aug.	"	1876	120
McMinnville and Manchester:							Bonds of Dec. 1862, (S. F.)		6	June & Dec.	"	1867	111
State (Tenn.)	372,000	6					New York and Erie:						
Mortgage	24,000	7					1st Mortgage	8,000,000	7	May & Nov.	New York.	1867	108
Mortgage	10,000	6					2d Mortgage	4,000,000	7	March & Sept.	"	1879	117
Marietta and Cincinnati:							3d Mortgage	6,000,000	7	"	"	1883	116
1st Mortgage Bonds	600,978	7	Feb. & Aug.	New York.	1861	97 1/2	4th Mortgage	5,120,000	7	April & Oct.	"	1880	110
1st Mortgage sterling	1,000,000	7	"	"	1891		5th Mortgage	1,739,500	7	June & Dec.	"	1888	110
Memphis and Charleston:							Buffalo Branch	200,000	7	Jan. & July.	"	1891	107
State (Tenn.) Loan	1,100,000	6			1880		New York and Harlem:						
1st Mortgage	1,000,000	7					1st Mortgage	8,000,000	7	May & Nov.	New York.	1872	108
Memphis, Clarksv. and Louisv.:							2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	100
State (Tenn.) Loan	910,000	6					3d Mortgage	980,300	7	Jan. & July.	"	1867	102
							New York and New Haven:						
							Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1868	107 1/2
							Mortgage Bonds Coupon	1,048,000	6	April & Oct.	"	1876	

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Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
N. York, Providence and Boston:							Racine and Mississippi:						
1st Mortgage	\$232,000	6	Feb. & Aug.	New York.	73-78		1st Mortgage (Eastern Division)	\$680,000	8		New York.	1875	85
North Carolina:							1st Mortgage (West'n Division)	757,000	8		"	1875	85
State Loan	3,000,000	6					Raleigh and Gaston:						
North-Eastern (S. C.):							Coupon	100,000				1862	
1st Mortgage	700,000						Richmond and Danville:						
2d Mortgage	224,500						State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Northern Central:							Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866		Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	
Md. State Loan (Irredeemable)	1,500,000	6		"	1870	102	Richmond, Fred. and Potomac:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1871		Sterling (£267,000)	324,000	6			1860	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Richmond and Petersburg:						
Y. and C. guar. by Balt. 3d Mort.	500,000	6		"	1875	114	Coupon	150,000				1875	
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875		Rutland and Burlington:						
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	98	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	71½
Northern (Ogdensburg):							2d Mortgage	937,500	7	"	"	1863	20
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	99	3d Mortgage	440,000	7	"	"	1863	8
2d Mortgage	3,077,000	7½	"	"	1861	24	Sacramento Valley:						
North Missouri:							1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
State Loan (30 years)	4,250,000	6	Jan. & July.	New York.	72-87	99½	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
North Pennsylvania:							3d Mortgage	812,000	7	Feb. & Aug.		1890	
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	96	Sandusky, Dayton and Cincinnati:						
Chattel Mortgage	360,000	10	"	"	1887	118	1st Mortgage	185,000	7			1866	
Northern (N. H.):							2d Mortgage	185,000	7			1875	
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	64-74	104	3d Mortgage	318,500	7			1875	
Norwich and Worcester:							Six per cents	113,228	6			1878	
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877		Sandusky, Mansfield and N'wark:						
Bonds for Dividend Srip	100,000	7		New York.	64-74		1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Steamboat Bonds	200,000	7	Feb. & Aug.	"	63-70		Saratoga and Whitehall:						
Ohio and Mississippi (O. and Ind.):							1st Mortgage	250,000	7½	April & Oct.	New York.	1858	
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	94	1st Mortgage (R. and W. Br.)	100,000	7½	March & Sept.	"	1856	
2d Mortgage	258,000	7	April & Oct.	"	1880		Seaboard and Roanoke:						
Construction	4,242,000	7	March & Sept.	"	1876	17	1st Mortgage	300,000	7			1880	
Income	3,220,000	7	May & Nov.	"	1881		2d Mortgage	75,000	7			1870	
Orange and Alexandria:							South Carolina:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866		State Loan	187,000	6			1868	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		Sterling	183,333	6			1863	
2d Extension	600,000	8	May & Nov.	"	1873		Sterling	2,000,000	6		London.	1866	
Pacific (Mo.):							Southern Mississippi:						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	71-87	65	1st Mortgage	500,000					
State Loan (S. W. Branch)	1,288,000	6	"	"	87-89		South-Western (Ga.):						
Construction	3,235,000	7	"	"		50	1st Mortgage	631,000				1875	
Panama:							*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100	1st Mortgage	500,000					
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		2d Mortgage	450,000					
Pennsylvania:							*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	109½	1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage	2,621,000	6	April & Oct.	"	1875	105	2d Mortgage	900,000	7	"	"	1866	
2d Mortgage Sterling	2,283,940	6	"	London.	1875		St. Louis and Iron Mountain:						
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105	State (Mo.) Aid	3,501,000	6		New York.		90
Penobscot and Kennebec:							St. Louis City Subscription	500,000					
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	74-75		St. Louis County Subscription	1,000,000					
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876		Sunbury and Erie:						
3d Mortgage (Coupon)	166,600	6	March & Sept.	"	1871		1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Peoria and Oquawka:							Mortgage (half to State)	7,000,000	5	Jan. & July.	"	75-78	
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862		Syracuse, Binghamton and N. Y.:						
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	"	1873		1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
Petersburg and Lynchburg (S. Side):							St. Louis, Alton & Terre Haute:						
State (Va.) Loan (S. F.)	800,000	7					1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (1859-70-75)	365,000	6				var.	" (series B)	1,100,000	7	April & Oct.	"	1894	
2d Mortgage (1862-70-72)	378,000	6				var.	2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	85
Special Mortgage (1865-68)	175,000	6				var.	" (series D)	1,400,000	7	May & Nov.	"	1894	
Last Mortgage (1861 to 1869)	183,600	8				var.	" " Income (series E)	1,700,000	7	"	"	1894	82
Phila. German'n and Norris'n:							Tennessee and Alabama:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105	State (Tenn.) Loan	814,000					
Convertible Loan	292,500	6	"	"	1865	119	Terre Haute and Richmond:						
Philadelphia and Reading:							1st Mortgage (convertible)	94,000	7	March & Sept.	New York.	1866	
Bonds of 1856 (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867		Toledo and Wabash:						
" 1836	182,400	5	"	"	1860	103	1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	99
" 1849	2,950,600	6	April & Oct.	"	1870	100½	1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1866	
" 1861	110,000	6	Jan. & July.	"	1871	100	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	87½
" 1843	1,631,800	6	"	"	1880	105	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
" 1844	810,000	6	"	"	1880	103	Interest Bonds	161,820					88
" 1845	101,000	6	"	"	1880	101	*Vermont Central:						
" 1849	67,000	6	"	"	1880	101	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	89
" 1857 (convertible)	2,480,500	6	"	"	1886	121	2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	25
" 1856	1,442,000	7	"	"	1886	133	Virginia Central:						
Phila. Wilmington and Baltimore:							Mortg. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	141½	Mortgage (coupons)	198,000	6	"	Richm'd & New York.	1872	
Improvement	14,500	6	May & Nov.	Boston.	1863		Mortgage (coupons)	926,000	6	"	"	1884	
Pittsburg and Connellville:							Virginia and Tennessee:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1839		State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
Pittsb'g, Ft. Wayne and Chicago:							1st Mortgage	500,000	6	"	New York.	1872	80
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	111	2d or Enlarged Mortgage	1,000,000	6	"	"	1884	20
" (series B)	875,000	7	Feb. & Aug.	"	1912		Balt Works Br. Mort. due '58-'61	203,000	6	"	Lynchburg.	var.	
" (series C)	875,000	7	Mar. & Sept.	"	1912		Warren (N. J.):						
" (series D)	875,000	7	April & Oct.	"	1912		1st Mortgage	563,500	7	Feb. & Aug.	New York.	1875	
" (series E)	875,000	7	May & Nov.	"	1912		Warwick Valley, N. Y.:						
" (series F)	875,000	7	Jun. & Dec.	"	1912		1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
" (series G)	860,000	7	Jan. & July.	"	1912	102	2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
" (series H)	860,000	7	Feb. & Aug.	"	1912		Watertown and Rome:						
" (series I)	860,000	7	Mar. & Sept.	"	1912		Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
" (series J)	860,000	7	April & Oct.	"	1912		Western (Mass.):						
" (series K)	860,000	7	May & Nov.	"	1912		Sterling (£599,900)	4,319,520	5	April & Oct.	London.	68-71	
" (series L)	860,000	7	June & Dec.	"	1912		Dollar Bonds	850,000	6	"	Boston.	1875	103½
" (series M)	2,000,000	7	April	"	1912	85	Albany City Bonds	1,000,000	6	Jan. & July.	"	66-70	109
Ridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876		Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Chicago Depot Bonds	297,763	6	May & Nov.	Chicago.	1865		Elmira and Williamsport:						
"	89,420	8	May & Nov.	"	1865		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	105
Pittsburg and Steubenville:							Wilmington and Manchester:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865		1st Mortgage	595,000	7	May & Nov.	New York.	1866	69½
Potomac and Waterstown:							2d Mortgage	200,000	7	"	"	1872	
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-74		Wilmington and Weldon:						
Quincy and Chicago:							Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
1st Mortgage	1,200,000				1878		Sterling, issued in 1858	124,500	6			1868	
							Company's endorsed by State.	180,000	6			1878	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.	
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.									
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.			
ALABAMA.																							
30 Jun. '90	85.0	—	—	50.6	—	—	—	Alabama and Florida	1,451,336	—	—	877,953	508,500	105,255	1,515,704	54.0	—	—	101,102	37,866	—	—	
28 Feb. '90	30.3	—	—	58.1	2	2	19	Alabama and Mississippi	461,505	30,991	—	335,010	109,500	21,651	518,965	30.3	—	—	55,791	81,852	—	—	
31 May '90	109.6	—	—	57.8	11	9	102	Ala. and Tennessee Rivers	2,261,927	184,606	—	1,067,008	777,777	240,485	2,476,023	109.6	—	—	207,626	111,232	—	—	
30 Jun. '90	67.0	—	—	171.3	—	—	—	Mobile and Girard	1,500,000	—	—	—	—	—	—	57.0	—	236,791	76,778	21,006	—		
1 May, '91	469.3	13.5	—	49.4	40	28	502	Mobile and Ohio	12,000,000	—	—	—	—	—	—	—	—	1,402,868	666,370	—	—		
29 Feb. '90	88.5	28.4	—	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	—	—	506,156	200,269	6	—	
ARKANSAS.																							
3 Nov. '93	38.5	—	—	107.5	—	—	—	Memphis and Little Rock	553,877	—	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—	—	
CALIFORNIA.																							
30 Dec. '90	22.5	—	—	—	—	—	—	Sacramento Valley	1,493,850	—	—	793,850	700,000	—	1,493,850	22.5	—	230,251	104,594	—	—		
CONNECTICUT.																							
31 July '93	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	—	46,938	65,909	36,866	5	—	
31 Jan. '94	122.4	—	16.6	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,358	302,511	—	2,087,940	1,936,740	213,876	4,201,566	122.4	—	281,451	408,910	154,337	—	—	
31 Aug. '94	61.6	11.2	66.2	22	37	321	321	Hartford and New Haven	3,269,908	254,000	137,036	2,350,000	927,000	—	4,280,036	72.8	—	458,245	1,332,307	885,219	17	200	
31 Dec. '93	74.0	—	8.9	10	17	24	7	Housatonic	2,439,775	—	—	2,000,000	191,000	64,850	2,439,775	74.0	—	183,367	329,539	92,459	—	—	
31 Dec. '93	67.0	—	1.3	7	16	177	177	Naugatuck	1,490,193	—	—	1,031,800	305,050	26,084	1,460,193	67.0	—	129,574	265,387	15,968	8	—	
29 Feb. '94	61.0	—	2.6	8	17	26	N. Haven, N. London and Ston.	1,454,040	—	—	788,538	750,000	156,429	1,644,967	62.0	—	172,124	212,558	—	—	117		
30 Nov. '93	8.48	8.9	0.3	2	3	2	2	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	66.0	—	155,916	195,055	61,235	7	90	
31 Dec. '93	66.0	—	6.9	8	12	8	8	New London Northern	687,152	—	—	602,105	61,000	—	687,152	66.0	—	155,916	195,055	61,235	7	90	
31 Mar. '94	61.3	1.0	63.8	29	75	405	405	New York and New Haven	4,721,932	764,877	—	3,572,900	2,000,000	—	6,612,367	117.4	—	1,424,772	720,462	12	164		
30 Nov. '93	59.4	7.0	8.3	16	17	363	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	—	307,841	432,569	180,889	64	108	
DELAWARE.																							
31 Oct. '90	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,007,684	84.3	—	136,631	138,970	41,466	—	—	
31 Oct. '92	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	—	—	27,288	10,290	9	—	
FLORIDA.																							
30 Apr. '90	32.0	—	3.0	13.0	3	1	6	Florida and Alabama	532,791	30,586	—	191,456	196,000	75,894	619,112	32.0	—	—	7,957	8,535	—	—	
— '92	59.9	—	6.0	—	—	—	—	Fla., Atlantic and Gulf Central	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
— '92	100.0	3.9	10.0	153.5	—	—	—	Pensacola and Georgia	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
GEORGIA.																							
30 Jun. '90	86.7	—	—	—	16	7	124	Atlanta and West Point	1,192,339	—	—	1,250,000	126,000	—	1,597,386	86.7	—	—	418,036	265,827	8	125	
— '92	92.6	—	8.7	70.9	—	—	—	Atlantic and Gulf—M. Trunk	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Dec. '90	53.0	—	—	—	—	—	—	Augusta and Savannah	1,032,200	—	—	733,700	129,500	—	811,887	53.0	—	—	168,988	96,612	—	—	
30 Apr. '90	43.5	—	—	—	—	—	—	Brunswick and Florida	755,000	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Nov. '90	191.0	—	—	—	—	—	—	Central of Georgia (and Bank)	4,366,800	—	—	4,366,800	—	—	6,590,173	229.0	—	879,468	1,715,025	764,574	10	—	
31 Mar. '90	171.0	61.0	—	—	—	—	—	Georgia (and Bank)	4,156,000	—	1,008,650	4,156,000	312,500	—	8,123,343	232.0	—	1,159,188	528,043	8	100		
30 Nov. '90	102.5	—	—	—	—	—	—	Macon and Western	1,500,000	—	—	1,500,000	—	—	1,658,976	102.5	—	226,241	404,618	212,676	19	72	
31 July '90	50.0	—	—	—	—	—	—	Muskegon	774,244	102,534	—	669,950	249,000	—	1,026,950	50.0	—	—	742,097	377,476	—	—	
1 May, '98	68.1	—	—	—	—	—	—	Savannah, Albany and Gulf	1,386,634	52,374	—	1,276,901	10,200	180,621	1,473,140	71.6	—	—	202,714	110,516	8	—	
31 July '90	106.1	100.8	16.2	—	—	—	—	South Western	3,770,425	—	—	2,921,900	396,500	—	3,822,913	238.8	—	—	388,833	13	—	—	
30 Sep. '90	138.0	—	—	—	—	—	—	Western and Atlantic	5,901,497	—	—	—	—	—	—	—	—	—	882,343	454,544	—	—	
ILLINOIS.																							
31 Dec. '93	220.0	—	—	—	52	32	846	Chicago and Alton	8,280,639	—	—	4,206,939	4,085,000	—	9,392,416	281.0	—	1,002,440	1,678,706	701,866	24	83	
30 Apr. '94	240.0	096.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,837,339	394.0	—	1,955,519	3,090,211	1,350,499	8	1214	
1 Apr. '93	242.0	—	—	—	29.0	36	23	Chicago and North Western	12,325,859	510,983	—	3,731,316	8,335,000	—	18,147,136	242.0	—	1,088,054	448,503	—	—	43	
31 Mar. '94	181.8	—	—	—	61	69	1,195	Chicago and Rock Island	7,429,633	—	—	6,000,000	1,402,748	—	8,380,575	228.4	—	1,162,880	2,148,875	1,108,514	6	96	
31 Dec. '93	121.0	138.7	50.0	—	74	81	1,159	Galena and Chicago Union	8,040,164	1,366,938	525,451	6,028,400	3,506,000	—	10,952,115	341.7	—	1,484,065	2,201,481	1,279,409	6	—	
31 May, '93	174.5	5.5	14.3	—	21	22	604	Great Western	4,039,561	—	—	1,645,561	2,350,000	—	4,214,342	130.0	—	—	742,097	377,476	—	—	
31 Dec. '93	454.8	252.5	—	—	116	101	2,978	Illinois Central	28,610,229	—	—	19,015,970	17,320,000	—	36,385,970	708.3	—	3,010,697	4,571,028	2,118,847	6	122	
— '95	148.0	—	—	—	—	—	—	Ohio and Mississippi	4,870,586	—	—	1,780,295	3,292,403	—	—	148.0	—	—	645,927	871,401	—	—	
31 Dec. '93	196.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600,000	—	—	3,900,000	6,700,000	—	10,600,000	209.0	—	18 mo	2,202,415	704,650	—	—	
INDIANA.																							
31 Aug. '97	108.0	—	—	—	—	—	—	Cincinnati and Chicago	2,080,433	—	—	1,106,679	908,126	—	2,288,748	108.0	—	—	249,867	119,842	—	—	
31 Dec. '92	72.4	—	—	—	19	17	266	Evansville and Crawfordsville	2,233,413	—	2,750	986,061	1,219,100	—	51,772	2,288,748	109.0	—	—	249,867	119,842	—	—
1 Dec. '95	89.8	20.2	—	—	23	19	313	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	—	15,900	2,102,761	109.0	—	—	442,998	158,541	—	—
1 Dec. '93	84.0	—	—	—	—	—	—	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	—	140,689	3,458,108	110.0	—	—	448,858	230,834	9	100
1 Dec. '93																							

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Road in progress or projected.	Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Engines.		Passenger Cars.	Freight, etc.	Property and Assets.					Liabilities.					Gross.	Net.	Dividends.	Price of shares.		
								Railroad and Appurtenances.		Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.						
M.	M.	M.	M.	No.	No.	No.	No.																
MAINE.																							
30 Nov. '62	55.0	—	—	—	6	4	74	Androscoggin	1,050,000	—	—	151,838	444,638	205,584	757,381	36.5	76,244	79,751	43,461	—	—	—	
30 Jan. '62	149.0	—	—	—	41	17	340	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gr. Tr.	—	—	45		
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	—	—	1,287,779	—	271,143	2,990,998	109.5	189,968	172,113	91,487	—	—		
31 May, '63	90.7	9.5	—	—	13	2	231	Maine Central	4,211,878	—	21,925	1,050,800	3,068,491	139,352	4,250,308	109.2	188,240	323,032	174,028	—	—		
31 May, '64	51.8	—	—	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	—	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,858	183,121	—	105 1/2		
31 May, '60	37.0	—	—	—	—	—	—	Somerset and Kennebec	783,763	—	—	169,200	556,600	—	—	37.0	—	65,408	25,404	—	—		
MARYLAND.																							
30 Sep. '60	279.6	7.2	—	—	236	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	3,922,208	2,805,788	—	—	109		
30 Sep. '60	30.9	—	—	—	7	38	167	Washington Branch	1,650,000	—	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,940	—	127		
31 Dec. '63	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,200,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	51		
MASSACHUSETTS.																							
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,243	183,345	—	1,830,000	—	5,629	2,275,629	70.9	372,058	503,718	167,051	—	106		
30 Nov. '63	74.3	8.6	61.1	—	30	74	635	Boston and Maine	4,880,349	446,537	496,908	4,076,974	—	—	4,076,974	112.3	649,882	1,018,326	482,636	—	126		
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,000	207,400	—	3,160,000	—	87,720	2,247,720	61.8	428,391	853,727	397,729	—	140 1/2		
30 Nov. '63	44.6	24.0	60.1	—	80	84	813	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.0	573,514	1,204,654	488,357	—	141		
30 Nov. '63	50.0	1.1	2.7	—	7	16	102	Cape Cod Branch (par 60)	907,760	123,865	—	681,668	121,000	—	1,087,722	47.1	77,036	120,058	69,191	—	69		
30 Nov. '63	40.2	2.4	9.5	—	12	19	104	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,843,286	52.4	167,351	344,194	108,008	—	105 1/2		
30 Nov. '63	44.2	30.5	27.5	—	29	71	427	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,000	56,500	4,894,100	89.0	477,753	812,556	390,594	—	102		
30 Nov. '63	60.9	42.5	74.8	—	25	37	451	Pitchburg	3,189,851	380,149	—	3,540,000	—	—	3,874,567	93.4	389,738	732,262	328,048	—	120 1/2		
30 Nov. '63	12.4	2.3	—	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	347,496	—	—	21,780	21,275	—	102 1/2		
30 Nov. '63	14.5	17.2	—	—	10	17	304	Nashua and Lowell	558,919	96,531	—	600,000	—	—	704,336	71.0	187,154	223,794	69,077	—	127		
30 Nov. '63	20.1	1.6	1.2	—	6	10	6	New Bedford and Taunton	480,160	62,518	14,000	500,000	285,000	—	785,600	66.7	41,995	164,207	54,797	—	102 1/2		
30 Nov. '63	30.3	0.7	—	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	692,900	206,502	1,245,565	33.0	67,838	53,233	—	—	10		
30 Nov. '63	79.5	7.8	26.5	—	25	61	605	Old Colony and Fall River	3,179,661	254,633	—	3,015,100	410,000	339,915	3,771,015	102.1	435,407	722,068	411,544	—	124		
30 Nov. '63	43.4	1.0	14.9	—	13	16	268	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	381,512	169,145	—	140		
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,286	471,592	—	—	17,520	17,252	—	119		
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	163,405	33,699	—	112		
30 Nov. '63	61.3	—	—	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40		
30 Nov. '63	69.3	8.0	5.5	—	10	18	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,508	271,815	140,136	—	39		
30 Nov. '63	156.1	17.3	126.6	—	73	108	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,096,712	—	5,160,000	6,267,520	—	4,746,014	218.0	1,275,929	2,439,833	1,232,531	—	150		
30 Nov. '63	45.7	9.5	—	—	10	12	145	Worcester & Nashua (par 83 1/2)	1,116,597	110,000	—	1,141,000	103,700	32,891	1,375,159	45.7	188,647	261,024	132,153	—	95		
NEW HAMPSHIRE.																							
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,550,000	—	—	1,800,000	1,050,000	—	2,992,686	93.5	—	247,279	124,406	—	62 1/2		
30 Nov. '63	63.6	8.0	—	—	18	16	246	Cheshire	2,476,548	322,265	—	2,085,925	685,400	—	2,969,852	63.6	338,026	382,182	130,645	—	2		
31 Mar. '63	34.6	—	—	—	21	22	494	Concord (par 50)	1,500,000	—	—	1,500,000	—	—	1,564,506	61.3	—	470,078	125,286	—	7		
31 Mar. '63	29.3	—	—	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated by	Concord R. R.	83,524	—	—	—	118		
31 Mar. '63	29.3	—	—	—	2	4	80	Merrimack and Conn. Rivers	698,258	—	—	595,588	568,000	—	—	62.7	—	87,791	11,913	—	—		
31 Mar. '63	99.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,063,490	—	—	3,068,400	220,700	59,114	3,248,214	82.0	—	366,546	153,718	—	4		
30 Apr. '63	24.7	2.2	—	—	6	2	60	Sullivan	1,450,730	—	—	600,000	750,000	—	—	24.7	—	81,121	18,183	—	80		
NEW JERSEY.																							
31 Dec. '62	64.2	—	8.1	—	—	—	—	Belvidere Delaware	3,170,126	—	—	997,862	2,089,500	173,982	3,261,344	76.0	—	259,921	113,583	—	—		
31 Dec. '62	63.9	32.3	—	—	—	—	—	Camden and Amboy	6,070,233	—	3,971,050	5,000,200	8,620,181	—	—	124.2	—	3,040,148	1,728,540	—	148 1/2		
31 Dec. '62	60.2	—	—	8.0	—	—	—	Camden and Atlantic	1,000,553	1,087,376	—	1,000,553	—	117,095	2,155,024	60.2	—	144,856	65,128	—	15		
31 Dec. '62	64.0	48.0	—	—	100	61	29	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000	—	7,708,890	64.0	812,041	1,941,276	1,127,244	—	171		
31 Dec. '62	63.0	—	—	—	46.5	11	15	Morris and Essex	1,074,061	—	—	1,157,500	340,000	87,000	1,540,625	63.0	—	282,857	103,615	—	7		
31 Dec. '62	33.8	—	—	—	—	—	—	New Jersey	5,640,616	448,573	1,461,396	4,397,800	642,500	400,017	6,739,574	33.8	—	1,286,600	694,914	—	150		
31 Dec. '62	31.2	—	—	—	2	6	17	Northern New Jersey	422,207	—	—	166,860	204,200	77,798	438,798	21.2	—	90,618	29,592	—	170		
31 Dec. '62	31.8	—	—	—	—	—	—	Raritan and Delaware Bay	2,450,417	—	—	1,203,553	1,250,000	143,695	2,997,161	—	2 mos.	10,588	24,242	—	65		
31 Dec. '62	24.1	—	—	—	—	—	—	Warren	1,907,750	—	—	1,907,750	600,000	—	1,907,750	24.1	—	239,889	164,908	—	64		
31 Dec. '62	38.5	—	—	—	47	—	—	West Jersey	821,984	—	—	681,893	212,500	81,745	821,984	—	82,936	90,122	4,623	—	—		
NEW YORK.																							
30 Sep. '63	85.0	—	1.0	106.0	8	6	36	Albany & Susquehanna	1,192,179	64,538	—	978,670	120,000	34,885	1,257,037	—	—	—	—	—	—		
31 Dec. '63	48.9	3.1	—	—	8	8																	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies nil. Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Trunk and Siding.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by loco motives with trains.	Gross.	Net.	Dividends.	Price of shares.
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonds and Mortgage Debt.	Floating Debt.								
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. & C.		
PENNSYLVANIA.																						
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,034,039			1,763,506	3,856,000		5,034,039	100.0		860,215	171,230			
31 Dec. '63	24.5	24.9			19	3	1,303	Beaver Meadow	1,064,280	400,560		1,983,900	1,000		1,984,900	24.5		584,219	342,671	22 1/2	75	
31 Sep. '63	65.0		6.0		11	359		Catawissa	3,634,000			3,500,000	284,000	3,568,380	3,882,380	146.0		328,613	308,567	17	146	
31 Oct. '63	62.0		4.5	4.0	12	8	60	Cumberland Valley	1,181,037			956,900	270,000	16,481	1,243,381	152.0		276,338	118,198	8	194	
31 Oct. '63	110.7	2.8	47.2		74	20	4,539	Del., Lackawanna and West'n	7,015,294	2,160,583		5,698,250	4,671,000	1,006,961	13,276,201	302.0		1,469,494	1,767,083	9	265	
31 Oct. '63	35.8	1.1	3.2		7	4	65	East Pennsylvania	1,161,430	104,941		604,190	598,400		1,312,590	36.8		161,820	238,243	150	163	
31 Dec. '63	78.0		8.5		16	7	647	Elmira and Williamsport	2,033,607			1,000,000	1,000,000	Leas'd to Northern Cen.	1,000,000	18.6		144,871	423,358	169,288	10	
31 Oct. '63	13.6		4.6					Erie and Northeast	700,000			900,000	400,000		1,300,000	55.5	oper. by Penn. R.R. Co.			7	70	
31 Oct. '63	36.9	13.6	17.0					Harrisburg and Lancaster	1,882,560			1,182,560	700,000		1,882,560	55.5		27,600	37,047	4	63	
31 Oct. '63	32.0		1.3	44.3	3	3	10	Hempfield	1,616,560	41,340		1,809,565	500,000	109,000	2,409,565	32.3		143,578	239,639	101,570	30	
31 Oct. '63	31.3	14.5	10.5		14	2	100	Huntingdon and Broad Top	1,927,246			622,245	1,325,992	223,030	2,174,431	84.0		835,700	478,113	243,838	10	
31 Dec. '63	80.0		17.0		16	7	1,068	Lackawanna and Bloomsburg	2,802,846			710,000	1,929,065	68,838	2,707,898	80.0		386,844	1,320,058	744,074	10	
31 Oct. '63	46.0	34.0	32.0		29	12	1,209	Lehigh Valley	3,622,008	809,222		2,297,250	1,465,000	58,121	8,820,377	58.0		3,472,914	5,132,984	2,106,628	100	
31 Oct. '63	28.3	5.6	8.0		10			Little Schuylkill	1,371,868			2,646,100	960,000	62,237	8,658,327	28.3		319,102	363,367	89,691	59	
31 Oct. '63	24.5	103.0	63.3		31			Mine Hill and Schuylk. Haven	3,811,613			4,132,935			8,132,935	130.0		274,900	611,900	278,391	294	
30 Nov. '63	55.6	13.2	10.5		17	27	613	North Pennsylvania	5,485,709	404,784		3,147,750	3,104,287		5,811,202	55.6		1,891,413	5,111,412	9	603	
31 Dec. '63	300.8	56.1	319.0		299	173	4,926	Pennsylvania	27,048,814	3,543,484	2,883,457	13,430,250	16,949,124		35,345,668	306.8		2,444,425	5,824,439	179,588	5	
31 Oct. '63	17.0	7.0	42.0	17.0	16	41	101	Phila., Germant'n & Norrist'n	1,131,078	235,430		1,267,200	405,300		1,672,500	24.0		244,425	334,439	179,588	5	
31 Oct. '63	230.0		21.5	58.0	36	5	539	Phila. and (Sunbury) Erie				5,010,944	8,528,009	80,151	13,619,086	230.0		2,212,689	6,252,502	3,708,900	7	
30 Nov. '63	147.4	51.1	211.3		103	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,667,328		28,613,528	140.0		1,370,074	644,050	353,648	10	
31 Oct. '63	28.2		1.9					Philadelphia and Trenton	633,822			999,200	250,000		1,249,200	23.2		647,090	2,640,248	1,602,119	10	
31 Oct. '63	95.9		51.4		88	98	828	Phila., Wilmington and Balt.	8,714,500		351,129	7,460,000	1,017,500		8,477,500	95.9		209,746	215,587	105,356	9	
31 Dec. '63	59.5		6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432		1,767,373	1,600,000	82,530	3,565,373	72.0		3,472,914	5,132,984	2,106,628	100	
31 Dec. '63	468.3		73.8		148	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294			6,104,532	12,986,172		19,932,741	468.3		40,478	144,718	87,112	10	
31 Dec. '63	28.0		6.2		5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597	Leas'd to Northern Cen.	500,000	28.0		75,358	125,093	70,976	7	
31 Oct. '63	23.6		3.1		4		195	Tioga	730,967	106,553		307,300	399,600		65,203	532,000	23.6					43
RHODE ISLAND.																						
31 Aug. '63	50.0		2.0		12	17	103	N. Y., Providence and Boston	2,158,000			1,508,000	236,800			62.0		297,700	421,757	199,155	8 1/2	
30 Nov. '63	13.6		0.5		4	3	7	Providence, Warren & Bristol	424,943		13,299	437,17	8,500			13.6		24,916	31,702	9,718		
SOUTH CAROLINA.																						
31 Dec. '63	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	703,365	195,266		1,097,905	54.9		253,265	161,530		6	
31 Dec. '63	109.6				13	9	176	Charlotte and South Carolina	1,719,045			1,201,090	384,000		1,585,090	109.6		341,190	125,871			
1 Jan. '60	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000		2,455,540	143.2		220,014	96,145			
28 Feb. '60	102.0							North-Eastern	2,011,652			986,748	960,410		1,081,172	102.0		220,014	96,145			
31 Dec. '60	136.0	106.0			62	59	790	South Carolina					2,643,833				1,499,636	701,943		7		
TENNESSEE.																						
30 Sep. '60	47.6				12	10	171	Central Southern (Tenn.)	1,021,439	58,133		508,214	514,000	99,110	1,137,707	47.6		29,907	19,187			
1859.....	30.0		1.8		10	10	128	East Tennessee and Georgia	3,637,367			1,259,673	2,020,000	200,000	140.0			318,718	187,466			
1859.....	140.0		8.0		43	37	607	East Tennessee and Virginia	2,810,033	156,284		538,634	1,902,000	390,407	130.3		150,143	297,806	149,167			
1860.....	271.6	19.4	20.0		30	9	5	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	271.6		1,088,090	873,597			
1859.....	271.6	16.0	20.0		30	9	5	Memphis and Ohio	2,259,297	141,144		570,000	1,381,000	145,000								
1859.....	100.0		30.6	55.8				Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000									
1859.....	59.0		40.1	7	5	119		Mississippi and Tennessee	1,137,400			798,285	554,949	319,518		59.0	69,870	177,250	60,029			
1859.....	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369		47.4	54,175	83,129	44,066			
1859.....	34.2		7.0		12	2	31	McMinnville and Manchester	583,807	56,816		144,894	406,000	5,000		34.2	30,065	28,809	13,892			
30 Nov. '60	149.7	44.0			39	17	319	Nashville and Chattanooga	3,632,882			2,056,544	1,781,900			149.7		734,118	337,384		6	
1859.....								Nashville and North-western														
1860.....	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		45.8	87,950	127,953	87,243			
1859.....	30.0		0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,248				
TEXAS, (all aided by State).																						
--- '58	32.0			138.0				Buffalo Bayou, Braz. & Col'do								32.0						
--- '58	56.0			184.0				Galveston, Houston & Henderson								56.0						
--- '60	50.0		1.5	75.0	2	1	4	Houston and Brazoria	1,250,000			275,000	240,000	171,520		50.0	31,300	32,670				
1 May '60	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,345			455,000	975,000	569,000		70.0	102,200	182,846	190,568			
--- '59	25.0			110.0				San Antonio & Mexican Gulf								25.0						
VERMONT.																						
31 May '64	110.3		6.6		9	13	202	Connect. & Passumpsic Rivers	2,842,741			1,650,000	800,000		8,036,338	90.7		139,877	308,560	167,430	65	
31 Aug. '63	119.6		13.0		26	25	558	Rutland and Burlington	3,991,705	556,275		2,235,376	3,257,471	595,210	6,886,156	119.6		449,351	423,027	112,163		
31 Aug. '63	62.5		2.0	4	10	9	240	Rutland and Washington	950,000	256,683		1,097,000			1,206,383	62.5		136,761	185,474	67,786		
31 May. '63	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,955			5,000,000	3,500,000	1,500,000	10,000,000	74.5		836,269	941,043	262,887		
31 May. '63	47.0	8.5	4.1	9.7				Vermont and Canada	1,687,500			1,687,500			1,687,500	oper. by Vt. Central					8	110
30 Jun. '63	23.7		0.9		4	6	89	Vermont Valley	1,212,274	89,612		516,164	793,200		1,301,888	23.7		48,995	61,287	26,451		

PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds		Market Price.
		Rate.	Paid.	
Agricultural Branch, (guar.)	460,000	6	6	---
Atlantic & St. Lawrence (guarant'd.)	2,494,900	6	6	---
Berkshire (guaranteed)	600,000	7	7	---
Boston, Concord & Montreal (pref.)	800,000	6	6	70
" " (new pref.)	454,000	6	6	---
Buffalo, N. Y. & Erie, (guaranteed)	850,000	7	7	---
Camden & Atlantic (preferred)	420,800	7	7	21
Catawissa (preferred)	1,150,000	7	7	37
Chemung (guaranteed)	380,000	7	7	---
Cayuga & Susquehanna (guarant.)	343,500	7	7	---
Chesbire (preferred)	2,017,825	7	7	52
Chicago & Alton (preferred)	2,422,496	7	7	80
Chicago & Northwestern (pref.)	2,400,000	7	7	78
Cochecho (preferred)	177,750	8	8	---
Ct. & Passumpsic Rivers, (pref.)	1, 58,200	10	10	60
Cumberland Valley (1st preferred)	241,900	8	8	---
" " (2d preferred)	248,000	8	8	---
Detroit & Milwaukee (preferred)	1,500,000	7	7	---
Dubuque & Sioux City (preferred)	1,987,714	7	34	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	---
Elmira & William-port (preferred)	800,000	---	---	50
Erie (preferred)	8,835,700	7	7	103
Hannibal & St. Joseph (preferred)	5,253,856	7	7	46
Harrisburg & Lancaster (guar.)	1,182,100	7	7	---
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	353,900	8	8	---
Kennebec & Portland (preferred)	247,000	6	6	---
" " (new pref.)	125,000	6	6	---
Lackawanna & Bloomsburg (pref.)	500,000	7	7	---
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,163	7	3	63
Mohican S. & N. Indiana (guar.)	2,585,000	10	10	135
Mil. & Prairie du Chien (1st pref.)	1,061,000	8	8	118
" " (2d pref.)	1,014,000	7	7	92
Milwaukee & St. Paul (preferred)	2,235,000	7	7	82
New Haven & Northampton (guar.)	1,010,000	---	4	---
New York & Harlem (preferred)	1,500,000	8	8	---
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---
Paterson & Hudson (guaranteed)	630,000	---	3	---
Paterson & Ramapo (guaranteed)	245,000	---	54	---
Peoria & Bureau Valley (guar.)	1,200,000	---	6	---
Philadelphia & Reading (pref.)	1,551,800	7	7	---
Philadelphia & Trenton (guar.)	1,000,000	---	10	---
Pitts. Ft. Wayne & Chicago (pref.)	2,000,000	7	34	87
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port, Baco & Portsmouth (guar.)	1,500,000	6	6	---
Rutland & Burlington (preferred)	382,700	8	8	---
" " (preferred)	698,176	8	8	---
St. L. Alton & Terre Haute (pref.)	1,700,000	6	6	70
Toledo & Wabash (preferred)	982,900	6	7	72
Troy & Greenbush (guaranteed)	274,400	6	6	---
Vermont & Canada, (guaranteed)	1,600,000	8	8	---
Warren (guaranteed)	1,807,750	7	7	---
White Mountains (guaranteed)	200,000	5	5	---
Wrightsv. Y. & Gettysburg (guar.)	317,050	2	2	---

CANAL AND NAVIGATION BONDS

DESCRIPTION OF BONDS.	Amount out- standing.	Interest.	Payable	Principal payable.	Market Price.
Oceanpeake & Delaware:					
1st Mortgage.....	\$2,087,343	6	J. & J	1886	103
Oceanpeake & Ohio:					
Maryland Loan, dollar .. sterling	2,000,000	6	Qrtrly.	1870	---
Preferred bonds.....	4,375,000	6	" "	1890	---
Bonds guar. by Virginia	1,700,000	6	" "	19..	---
Delaware Division:	200,000	6	" "	19..	---
1st Mortgage.....	800,000	6	J. & J.	1878	98½
Delaware & Hudson:					
1st Mortgage.....	600,000	6	J. & D.	1865	110
2d Mortgage.....	300,000	6	M. & S.	1870	---
Delaware & Raritan:					
See Camden & Amb RR.	-----	---	---	---	---
Erie and Penn.:					
1st Mortgage.....	752,000	7	J. & J.	1865	---
Interest Certificates	161,960	6	" "	1868	---
Lahigh Navigation:					
1st Mortgage.....	2,798,682	6	M. & S.	1870	110
Monongahela Navigation:					
1st Mortgage.....	125,000	6	J. & J.	1863	---
2d Mortgage.....	57,000	6	" "	1865	---
Morris:					
1st Mortgage.....	465,500	6	A. & O.	1876	101
2d Mortgage.....	294,750	6	" "	---	97
North Branch:					
1st Mortgage.....	500,000	6	M. & N.	1876	40
Schuykill Navigation:					
Improvement.....	1,764,550	6	M. & S.	1872	99
2d Mortgage.....	3,980,670	6	J. & J.	1882	87
Improve ment.....	568,560	6	M. & N.	1876	90
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	---
2d Maryland loan converted	200,376	6	" "	1905	---
Mortgage bonds.....	993,000	6	" "	1878	84½
Preferred Interest b'ds.	227,569	6	" "	1873	27
Union, (Pa.)					
1st Mortgage.....	2,500,000	6	M. & N.	1883	18
West Branch & Susqu'na:					
1st Mortgage, s/k g fund	450,000	6	J. & J.	1878	78
Wyoming Valley:					
1st Mortgage.....	650,000	6	J. & J.	1878	103

CANAL AND NAVIGATION STOCKS

COMPANIES.	Fav of Shares	Amount of Stock.	Dividends.	Market Price
CANAL AND NAVIGATION STOCKS:	\$	\$	p.c.	\$
Chesapeake and Delaware	100	1,343,568	—	70
Chesapeake and Ohio	100	8,224,595	—	—
Delaware Division	100	1,633,350	—	35
Delaware and Hudson	100	7,500,000	10	175
Delaware and Raritan	100	2,298,400	10	175
Erie of Pennsylvania.	50	58,000	—	—
Illinois and Michigan.	—	—	—	—
Lohigh Navigation	50	2,479,950	6	75
" " (scrip)	50	1,803,000	6	—
Monongahela Navigation	50	726,800	3	—
Morris, (consolidated)	100	1,025,000	5	97
" (preferred)	100	1,175,000	10	125
North Branch	100	—	—	—
Sault Ste Marie.	100	—	—	—
Schuykill Navigation (consolid.)	50	1,932,457	—	28
" " (preferred).	50	2,722,607	—	36
Susquehanna and Tide Water	50	2,048,290	—	14
Union (preferred).	50	2,750,000	2	—
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	17

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1.....	Sheet, 36 cents per lb.	.....	@	62	—
Pig, American, No. 1.....	per ton	60	—	@	62
Bar, Sweden, assorted sizes.....	.....	60	—	@	62
Bar, English, Refined.....	(in gold).....	190	—	@	52
Bar, English, common.....	.....	175	—	@	190
Band, English.....	.....	205	—	@	230
Horse Shoe.....	.....	205	—	@	225
Rods, English.....	.....	205	—	@	200
Hoop, English.....	.....	230	—	@	310
Nail Rod.....	per lb.	15	—	@	17
Sheet, Russia.....	per lb.	28	—	@	31
Sheet, English, Single, Double and Treble.....	.....	94	—	@	114
STEEL—DURY: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 34 cents per lb. and 10 per cent. ad. val.					
English Cast.....	(1st & 2d qty.).....	per lb.	24	—	@
English Spring.....	(1st & 2d qty.).....	.....	15	—	@
English Bilster.....	(1st & 2d qty.).....	.....	19	—	@
English Machinery.....	.....	23	—	@	24
American, Bilster.....	.....	16	—	@	20
American, Cast, Hammered.....	.....	30	—	@	33
American, Cast, Rolled.....	.....	18	—	@	22
American Spring.....	.....	15	—	@	20
German.....	.....	20	—	@	23
Milan (du bond).....	.....	—	—	@	—

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New.....(suits).....	per lb.	@	65
Sheathing, &c. Old. (cash).....		@	—
Sheathing, Yellow.....		@	50
Pig, Chile.....		@	—
Boils.....		@	65
Braziers.....		@	65
American Ingot.....(cash).....		47	65
LEAD—DUTY: Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.			
Galena.....	per 100 lb.	87½	@ 14 —
Spanish.....		13	75 @ 18 87½
German Refined.....		13	75 @ 18 87½
English.....		13	75 @ 18 87½
Bar.....	per lb.	@	18
Pipe and Sheet.....		@	20

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad. val.;

Plate and Seets and Terne Plates, 2 cents per lb.	
Banco	per lb. 66 @ 68
Straits	66 @ 57
English	66 @ 56
Plates, Charcoal I. C.	per box 20 @ 21
Plates, I. C. Coke	16 @ 18 50
Terne, Coke	15 @ 15
Terne, Charcoal	15 @ 18

NAILS—Duty: Cut $1\frac{1}{2}$; Wrought $2\frac{1}{2}$; Horse Shoe 5 cents

Cut, 4d. @ 6d.	(cash)	-----	per 100lb.	9	50	@	10	—
Clinch	(cash)	-----	per 100lb.	10	60	@	11	—
Horse Shoe, Forged	(cash)	-----	per lb.	49	50	@	45	—
Wrought, English	(cash)	-----	per lb.	—	—	@	—	—
Usable Horse, Norway Iron, Forged.	-----	per lb.	—	—	@	—	—	—
Zinc Nails	(6 mos.)	-----	per lb.	—	—	@	22	—

INDIA RUBBER—Duty; 10 per cent. ad. val.
 Para. Fine per lb. 1 10 @ 1 15

Pars. Fine	per 10.	1	10	1	16
Pars. Coarse and Medium					
Charaganga &c		70		72	
Gayathilla					
PETROLEUM—Dutt	Crude, 10 cents; Refined, 30 cents				
	per gallon.				
Crude, 40@47 gravity		461		47	
Refid, free, L.S. to pr. Wh. (110@120 test)		81		82	
Refid, in b'd L.S. to pr. Wh. (110@120 test)		664		67	
Napha, Refined, 60@63 gravity		48		50	

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 26.

Th 20 F. 21. Sat. 22 M. 24 Tu. 25 W. 26

[illegible]

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 26.

Th. 20. F. 21. Sat. 22. M. 24. Tu. 25. W. 26.

FEDERAL STOCKS:					
U. S. 5s, 1871, reg.	100	100	100	100	100
U. S. 5s, 1871, coup.	100	100	100	100	100
U. S. 5s, 1874, reg.	100	100	100	100	100
U. S. 5s, 1874, coup.	94	94	94	94	94
U. S. 5s, 1885, coup.	100	100	100	100	100
U. S. 5s, 10-40s, coup. 95	95	95	95	95	95
U. S. 5s, 1881, reg. 100	100	100	100	100	100
U. S. 5s, 1881, coup. 100	100	100	100	100	100
U. S. 5s, '81, O.W.Ly.	100	100	100	100	100
U. S. 5s, 1881, " 47	47	47	47	47	47
U. S. 5s, 1887, reg.	100	100	100	100	100
U. S. 5s, 1888, reg.	100	100	100	100	100
U. S. 5s, 1888, coup. 120	120	120	120	120	120
U. S. 5s, 1 year certif. 95	95	95	95	95	95
U. S. 5s, 5-20s, coupon 107	107	107	107	107	107
U. S. 5s, 5-20s, new 100	100	100	100	100	100
U. S. 5s, " reg.	100	100	100	100	100
7.30 Notes, Feb. & Aug.	100	100	100	100	100
" " Ap'l & Oct. 100	100	100	100	100	100
American Gold	207	208	210	216	208

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 25.

W. 19. Th. 20. F. 21. Sat. 22. M. 24. Tu. 25.

Beaver Meadow	184	184	184	184	184
Cattawissa	184	184	184	184	184
" preferred	38	38	38	38	38
Camden & Amboy	150	150	150	150	150
" " 6s/67	100	100	100	100	100
" " 6s/70	100	100	100	100	100
" " 6s/75.100	100	100	100	100	100
" " 6s/83	100	100	100	100	100
" " 6s/89	100	100	100	100	100
Ches. & Del. Canal 6s '86	103	103	103	103	103
Del. Div. Canal	35	35	35	35	35
Elmira & Wmport	100	100	100	100	100
" " pref.	100	100	100	100	100
" " 7s	100	100	100	100	100
Harrisburg	76	76	76	76	76
Lehigh Navigation	76	76	76	76	76
Lehigh Valley R. R.	77	77	77	77	77
" " scrip	77	77	77	77	77
" " 6s	77	77	77	77	77
Little Schuylkill R. R.	47	46	45	45	45
" " 7s	47	46	45	45	45
Long Island	59	59	59	59	59
Minehill	59	59	59	59	59
Morris Canal	98	97	97	97	97
" " pref.	98	97	97	97	97
" " 6s/70	98	97	97	97	97
North Pennsylvania	96	96	96	96	96
" " 6s	96	96	96	96	96
" " 10s	96	96	96	96	96
Northern Central	69	69	69	69	69
Pennsylvania R. R.	109	109	109	109	109
" " 1st m. 110	109	109	109	109	109
" " 2d m.	109	109	109	109	109
Penn. State, 6s	93	93	93	93	93
" " 5s, coupon	93	93	93	93	93
" " 6s, W. L.	93	93	93	93	93
Philadelphia City, 6s	99	99	99	99	99
" " new 102	102	102	102	102	102
Philad. Germ. & Nor.	60	60	60	60	60
Phila. & Reading	60	60	60	60	60
" " 6s/88	100	100	100	100	100
" " 6s/70	100	100	100	100	100
Philadelphia & Erie	100	100	100	100	100
" " 6s/102	100	100	100	100	100
Philad. & Sunbury, 7s	28	28	28	28	28
Schuylkill Navigation	28	28	28	28	28
" " pref.	28	28	28	28	28
" " 6s/82	28	28	28	28	28
" " 6s/76	28	28	28	28	28
" " 6s/72	28	28	28	28	28
Sunbury and Erie, 7s	15	14	14	14	14
Susq. Canal	15	14	14	14	14
" " 6s/78	59	59	59	59	59
Union Canal, pref.	59	59	59	59	59
" " 6s/83	59	59	59	59	59
West Br. Canal 6s '78	100	100	100	100	100
Wyoming Valley Canal	100	100	100	100	100
" " bonds	100	100	100	100	100
Arch street, (Horse)	100	100	100	100	100
Chestnut & Wal.	100	100	100	100	100
Green & Coates	100	100	100	100	100
Race and Vine	100	100	100	100	100
2d and 3d streets	70	70	70	70	70
Spruce & Pine	70	70	70	70	70

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 25.

W. 19. Th. 20. F. 21. Sat. 22. M. 24. Tu. 25.

Baltimore City 6s, 1875	109	109	109	109	109
" " 1880.108	108	108	108	108	108
" " 1870	109	109	109	109	109
" " 1890.109	109	109	109	109	109
Balt. and Ohio	111	111	111	111	111
" " b'da, '82	100	100	100	100	100
" " " '87	100	100	100	100	100
" " " '75	100	100	100	100	100
" " " '80	100	100	100	100	100
" " " '85	100	100	100	100	100
Northern Central	50	50	50	50	50
" " b'da, '85	100	100	100	100	100
" " " '93	100	100	100	100	100

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 26.

Th. 20. F. 21. Sat. 22. M. 24. Tu. 25. W. 26.

Boston and Lowell	106	106	106	106	106
Boston and Maine	126	126	126	126	126
Boston and Providence	140	140	140	140	140
Boston and Worcester	145	143	144	144	144
Cheshire, pref.	52	52	52	52	52
Concord	106	106	106	106	106
Connecticut River	106	106	106	106	106
Eastern, Mass.	103	103	103	103	103
Eastern, N. H.	120	120	120	120	120
Fitchburg	120	120	120	120	120
Manchester & Law'ree. 118	118	118	118	118	118
Michigan Central	123	123	123	123	123
Northern, N. H.	80	80	80	80	80
Old Colony and Fall R.	123	123	123	123	123
Ph. W. & Baltimore	63	63	63	63	63
Port'd, Saco & Ports	105	105	105	105	105
Vermont & Canada	110	110	110	110	110
Vermont & Mass.	40	40	40	40	40
Western	151	151	151	151	151
Broadway (Horse)	55	55	55	55	55
Cambridge	106	106	106	106	106
Metropolitan	55	55	55	55	55
Middlesex	55	55	55	55	55
Central Mining Co.	49	49	49	49	49
Franklin	49	49	49	49	49
Ile Royale	26	26	26	26	26
National	26	26	26	26	26
Minnesota	29	29	29	29	29
Pewabic	55	55	55	55	55
Pittsburg	55	55	55	55	55
Quincy	94	93	94	94	94
Rockland	13	13	13	13	13

London Stock Exchange.

The following were the closing prices for American Securities on the 13th of October:

Maryland 6s	65	to	68
United States 6s, 1881	48	"	47
Do. 6s, 1874	48	"	50
Virginia State 5s	45	"	48
Do. 6 per cent.	27	"	29
Atlantic and Great Western	71	"	73
N. Y. sec., 1st mort., 1880, 7 per cent.	66	"	68
Do, 2d mort., 1881	66	"	68
Pennsylvania, 1st mort., 1877	70	"	72
Do, 2d mort., 1882	66	"	68
Erie shares, \$100 (all paid)	41	"	42
Do, 7s, preference	40	"	42
Do, 7s, 1st mort., 1867	55	"	60
Do, 7s, 2d mort., 1879	55	"	60
Do, 7s, 3d mort., 1883	54	"	58
Do, 7s, 4th mort.	48	"	52
Do, 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	73	"	76
Illinois Central 7s, 1875	55	"	60
Do. do. \$100 shares, \$90 paid, dia.	43	"	42
Do. do. \$100 shares, all paid	51	"	52
Marquette and Cincinnati Railroad Bonds	69	"	71
Michigan Central 6s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82, x. c.	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. \$100 shares	53	"	55
New York Central 6s, S. F., 1883	60	"	65
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	60	"	65
Do. do. \$100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. \$50 shares	25	"	30
Philadelphia and Reading, \$50 shares	30	"	35

American Railroad Journal.

Saturday, October 29, 1864.

Stock Exchange and Money Market.

The last arrivals from abroad bring us the news of further embarrassments in the English Money Market. Failures continue on a large scale, many of them said to be the result of speculations in this country, and most probably connected with blockade running. As yet we have seen no weakness in our own commercial circles, at least where business is conducted on a legitimate basis. But we do see trouble ahead for those who have been speculating in our great staple articles of production, or in gold; and no one can commiserate their fate, when the blow comes. All the combinations in the world can not keep up prices, when there is a surplus of production, as there is now, and is likely to be in this Country. And as the Banks which have upheld these speculations are reversing their policy, and are evidently un-

willing to continue to loan in securities that are not beyond the reach of a reaction, we do not see how holders at large prices can stand out much longer. They must submit to the impending reduction. Months ago we advised the realization on all the articles of this description.

The gold market has been rather quiet for the last week, the fluctuations being moderate either way, the amounts actually sold in good faith being small, so small in amount as to be unworthy of notice, and the demand for foreign export is decreasing.

It is generally believed that present prices are entirely maintained by combinations, speculative and political. It is well known that but a small portion of the gold bought and sold is ever really delivered, yet the transactions in it are numerous, and attractive for those who will risk something in hopes to make a great deal. All classes of this description have their "flyers" out. Lawyers, attorney's clerks, ministers of the gospel, and even women lodge a few hundreds at a time as margins with their brokers in the expectation of making their "pile" as it is termed. The majority of these are losers just the same as if they were at work at a faro table. We hear of the winners but never of the losers, unless the losses are large, and the party is notoriously obliged to succumb. Some of the largest operators however, topple over from time to time in spite of all their gains, and they disappear from the street, trampled on and run over by fresh adventurers, who fill up the gap, and take the chances with unshodded eagerness.

We notice that the associated Banks of this city have since Jan. 2, reduced their circulation \$2,211,552 while their specie has diminished nearly twice that amount on \$4,151,575. On the other hand, on the 22d of this month there was an increase from the returns of October 15, in loans \$381,494 in specie, \$488,328; in deposits, \$583,800; and a decrease in circulation of \$59,488. Railway transactions have become more lively owing to the plentifulness of money, and the heavy receipts on the principal roads. Freights have however fallen off, in consequence of an expectation of larger prices on products hereafter. Our quotations will show an increased buoyancy in the prices of shares. Continual and regular earnings continue to give confidence to holders, and were it not for the large amounts of Government securities constantly in the market, prices would go up. Gold dividends just now are what the public like above all other things, and it is said that some new railway companies are coming on the market as soon as the Elections are over, and propose to make their subscriptions and dividends in gold. The idea is a novel one but it is attractive, and will probably succeed, as gold paying Railway shares will be something out of the ordinary course of things.

Stocks generally are irregular in price, Governments steady but rather lower, the advance having fallen off a trifle. At present the profit lies in the dividends in gold, which is accumulating in the Sub-Treasury faster than it can be regularly disbursed. So that the real profit to the holder of Government securities is not in the advance in the market from day to day, but in the dividends, which return him in fact more than 12 per cent in currency, which currency is par in the liquidation and payment of all debts. Money continues plen-

tiful at former rates. Foreign exchange is quiet but firm, being held at a fraction above the par of exchange for gold.

The United States Treasurer held on Tuesday a balance of \$31,981,938.

The sales at the auction houses are not satisfactory. Our readers will do well to bear in mind, that New York is the great mart for the sale of foreign dry goods, which come in from France, England and Germany, by millions to be disposed of for cash at any price. While this gives consumers a great advantage by the competition of the sellers, yet it always has an unfavorable influence on our money market and exchanges. There is no other country where a cargo of goods can be so rapidly disposed of as ours. A lot of silks, ribbons and shawls may leave Paris, for example, on the first day of any month, and the proceeds in gold may be back again in that city in 30 days. It would be an impossibility to perform any such feat in any English, French, or German capital with an American invoice.

The speculations in petroleum continue to be made on an increasing scale. The fortunes suddenly acquired by operators in the article, are beginning to be colossal, and are bringing forward to the public eye new classes of men, who have hitherto been in the back ground.

In view, however, of the speculative tendency of the public to indulge in investments in oil wells, we may as well caution our readers against hasty transactions. One of the modes of operation now much resorted to, is to offer large tracts of land with a few acres of an oil producing character. Thus lands with a single well perhaps, are brought into market, and the price asked for them is from \$500 to \$1000 per acre, though they may be bluff and hilly land not worth anything for oil, and not more than \$50 per acre for agricultural purposes. It is like the Eastern plan of selling a cat and a camel. You may have the latter for a song, but the cat goes with it at a fabulous price. In this way the petroleum speculators are making large fortunes out of a very small capital. As yet all seem to be gainers and no losers. We may, however, congratulate the country that a marvellous source of hitherto unknown wealth has been brought to light, to add to its financial strength, and to repair the loss of other resources cut off by the war.

It is observable that a good deal of business is now suspended in consequence of the approaching election. The result is probably anticipated by the public. Meantime the events of the war appear to be of the most decided character, and the probabilities are that with the second week of the next month, we shall see a disposition on the part of the Southern people to give up the further support of their leaders in a contest begun without reason, and which has been their ruin.

The aggregate value of the imports of general merchandise, other than dry goods and specie, at this port for the week ending October 24, was \$1,588,814, against \$2,237,701 in 1863, and \$2,044,982 in 1862.

The exports from New York for the same week were \$2,728,510 against \$4,166,179 in 1863, and \$5,005,026 in 1862. The shipments of specie since January 1, have been \$36,422,507. The exports since January 1, have been \$179,755,678

against \$142,482,780, in 1863, an increase of \$37,822,898. The customs gold revenue at New York, specially pledged to the payment of the interest on the funded and fundable debt of the United States from January 1 to October 22, was \$59,088,469.

The value of foreign goods imported into the port of Boston for the week ending October 21, was \$402,571, against \$280,288 for the corresponding week in 1863. The exports were \$405,087 against \$471,788 for the corresponding week in 1863.

The foreign exports from the port of Baltimore during the past week were valued at \$325,800.

New York.—Buffalo and State Line 1st mort., 101; Sixth Avenue R. R., 115; Ohio 6s, 1886, 106; do., 1881, 106½; Brooklyn City Water Loan, 112; Atlantic M. S. S. Co., 191; N. Y. and Havre S. S. Co., 150; Central Coal Co., 56½; Metropolitan Bank, 112½; Central Bank, 104; Bank of Commonwealth, 100; Am. Ex. Bank, 118; 4th National Bank, 90.

Philadelphia.—West Chester R. R., 8½; Huntingdon and Broad Top, 30; Green St. R. R. 7s, 100; West Philadelphia R. R., 74; McClintock Oil, 6¼; Corn Pl., 6½; McElheny, 5¾; Story Farm, 3½; Hoge Island, ¾; Dalzell, 8½; Feeder Dam, 1; Tar Homestead, 5½; Union, 2½; Oil Creek, 5¾; Densmore, 8¼; Noble and Delamater, 11¾; Hibbard, 1½; Bull Creek, 4¼; Farrell, 2½; Excelsior, 1¼; Egbert, 2¾; Petroleum Centre, 6½; Allegheny and Tideout, 1½; Big Tank, 2; Rock, 4½; Maple Shade, 16½; Irwin, 7¼; Roberts, 3; Organic, ¾; Mineral, 2½; Big Mt. Coal, 6¼; Preston, 30; Shamokin, 12; Honey Brook, 60; Clinton, 1; Fulton, 7½; N. Y. and Middle Coal Fields, 15; New Creek, 1; Diamond, 21; Keystone Zinc, 2½; Penn Mining, 22; Aetna Mining, 12½; Farmers' and Mechanics' Bank, 66; Girard Bank, 48. The latest quotations are: City 6s, 99@99½; do., new, 102@102½; State 5s, 93@93½; do., coupon, 96@98; do., 6s, W. L., 105@105½; Phila., Wil. and Balt., 63¾; Reading, 61½@63; do., 6s, 1870, 100¼@100¾; do., 1886, 133@133½; Camden and Amboy, 148½@149; Pennsylvania R. R., 69½@69¾; do., 1st mort., 109½@110; do., 2d mort., 105@107; Little Schuylkill R. R., 45½@45¾; Morris Canal, 97½@98; do., pref., 135@136; do., bonds, 101@104; Wyoming Valley Canal, 77@78; do., 6s, 98@100; Susquehanna Canal, 14¾@15; do., 6s, 59½@60; Sch. Nav., 27@29; do., pref., 35½@36; do., 6s, 1882, 87@88; Union Canal bonds, 18½@20; Delaware Div. Canal, 35½@37; do., bonds, 98½@101; Elmira and Williamsport, 32½@35; do., pref., 50@50½; do., 7s, 1873, 105@112; do., Chattle 10s, 77¾@78; Beaver Meadow, 75@87; Long Island R. R., 48@48; Lehigh Coal and Navigation, 75@76; North Pennsylvania, 29½@31; do., 6s, 96@97; do., 10s, 118@120; Philadelphia and Erie, 31@33; do., 6s, 102@104¼; Minehill, 59@59½; Catawissa, 17@18½; do., pref., 37@38; Lehigh Valley, 77@77¼; do., bonds, 106½@108; Fifth and Sixth streets, (horse,) 60@61; Second and Third, 69¾@70; Race and Vine, 6@10; West Philadelphia, 63@65; Spruce and Pine, 30@34¾; Green and Coates, 29@30; Chestnut and Walnut, 50@54; Arch, 18@20; Thirteenth and Fifteenth, 24@29; Girard College, 26½@27; Tenth and Eleventh, 49@50; Norristown, 59@60.

Boston.—Vermont Central 1st mort., 80; Rut-

land 2d mort., 20; Boston and Lowell R. R. 6s, 100½; Northern (Ogdensburg,) 2d mort., 24; Western R. R. 6s, 1875, 103½; Eastern R. R. 6s, 1874, 102½; Cheshire R. R. 6s, 100½; Worcester and Nashua, pref., 95; Boston, Hartford and Erie, 34¼; Conn. and Pas. Riv. R. R., 65; do., 6s, 100; Southern Midland R. R., 100; Maine 6s, 100; Rhode Island 6s, 100; Chicago 7s, 105¾; Bath 6s, 99¾; Boston 5s, 115; Cambridge, horse, R. R. 6s, 100; Boston Water Power Co., 29; Union S. S. Co., 140¾; Essex Co., 92¼; East Boston Co., 10¼; Mammeth Vein Coal, 35; Bear Valley Coal, 18; Gilberton Coal, 80; Franklin Coal, 68; Short Mt. Coal, 36¼; Mt. Pleasant Coal, 36½; Boston Bank, 68; Merchants' Bank, 99¾; Tremont Bank, 112; Mt. Vernon Bank, 98½; Bank of North America, 99¼; Traders' Bank, 91½; Market Bank, 97; Globe Bank, 127½; Columbian Bank, 107; Atlas Bank, 93¼; Eagle Bank, 108¾; Bay State Bank, (Lawrence,) 74¾; Webster Bank, 100¼; Exchange Bank, 120½; Shawmut Bank, 100¼; Continental Bank, 100; Spicket Falls Bank, Methuen, 97¼; Somersworth Bank, N. H., 97; 2d National Bank, 130¼; Bunker Hill Bank, Charlestown, 116; Acton Mining Co., 1½; Albany and Boston, 24¼; Acton Vale, 65c.; Allouez, 3½; Boston, 3; Bedford, 85c.; Brome, 1¾; Black River, 15c.; Copper Falls, 26½; Canadian Gold, 40c.; Canada, 1½; Concord, 5; Canada Lead, 1½; Chaudiere Gold, 1; Eagle River, 4½; French Creek, 75c.; Great Basin, Oil, 2¼; Hanover, 1¾; Huron, 40; Humbolt, 9¾; Hancock, 11; Highland, 7½; Madison, 2¼; North Cliff, 4; Naumkeag, 3; Ottawa, 23c.; Phoenix, 22; Pontiac, 7½; South Side, 2½; Superior, 8½; St. Clair, 9; Star, 7; South Bedford, 20c.; Toltec, 2¾; Tremont, 2½.

Baltimore.—N. W. Va. 3d mort., 30¼; City Passenger R. R., 18; Maryland 6s, 106¼; Santa Clara, 26½; Balt. Chrome, 1.50; Atlantic Coal, 1.35; Bare Hill, 3.60; Springfield, 1.50; Md. Copper, 0.75; Va. Coal and Iron, 3.70; Lake Chrome, 0.45; Mineral Hill, 2.30; Md. Anthracite Coal, 34½; Penn. Oil, 1; Canton Co., 31¾; Am. Gas Coal, 2.20; Farmers' and Merchants' Bank, 42; Bank of Baltimore, 106; Marine Bank, 32; Merchants' Bank, 108; Peoples' Bank, 18; Franklin Bank, 13½. The latest quotations are: Balt. and Ohio, 109@112; do., 6s, 1867, 101@102; do., 1875, 102@110; do., 1880, 105@110½; do., 1885, 103@104¼; Northern Central, 51@55; do., bonds, 1885, 98@100; N. W. Va., 10@13; do., 1st mort., 110@111½; do., 2d mort., 102@105; do., 3d mort., 30@32; do., guar., 100@112; Marietta and Cincinnati 7s, 1891, 97½@100; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 40½@41; Western Md. bonds, 84¾@85; do., guar., 112¾@113; Maryland 5s, coupon, 1870, 112@114; do., Ins., 112@115; do., 1890, 112@112; Baltimore 6s, 1870, 105@107½; do., 1873, 109@110; do., 1875, 109½@110½; do., 1886, 109½@110; do., 1890, 109½@110½; do., coupon, 114½@115; do., 5s, 1888-'70, 90@98; City Passenger R. R., 17½@18½; Canton Co. 31@33; Gardner, 0.65@0.85; Gas Coal, 2.15@2.25; Maryland, 0.70@0.75; North State, 10@20; Springfield, 1.40@1.60; George's Creek, 1.05@1.10; Santa Clara, 27@27½; Balt. and North Carolina, 20@30; Balt. Chrome, 1.60@1.70; Bare Hill, 3.50@3.65; Atlantic Coal, 1.35@1.40; Mineral Hill, 2.20@2.35; Baltimore Coal, 100.

Ohio and Mississippi Certificates.

These certificates are issued under a trust created December 15, 1858, for the purpose of conserving the mutual interests of the creditors and stockholders of the Eastern division of the Ohio and Mississippi Railroad Company, both of which were then threatened with a common ruin. By an arrangement then made, known as the Capitalization Agreement, the trustees were authorized to issue, in discharge of claims and in purchase of stock of the company, certificates for amounts regulated by the agreement, according to the relative value of the assets, and entitling the holder to such interest in the aggregate trust fund as the amount of certificate therefor should bear to the total amount of all certificates issued and outstanding.

In connection with the Eastern division of the road, the property acquired at different times, and now held under this trust for the benefit of the certificate holders, is substantially as follows:

1st mortgage coupons	\$127,820
Second mortgage bonds	198,000
Construction bonds	4,075,000
Income bonds	3,262,000
Stock bonds	4,690,001
Sundry claims	371,700
Sundry coupons from second mortgage, construction and income bonds	2,792,000
Rolling stock purchased from contractors	523,795

Aggregate assets held by the trust....\$16,040,315

In payment for these assets certificates had been issued by the trustees up to July 22, 1864, as follows:

Pref. certificates, entitled to 7 per cent. interest	\$1,133,179
Common certificates	10,861,185

Total certificates afloat

The total amount of certificates authorized to be issued on account of the Eastern Division is:	
Common certificates	\$12,000,000
Preferred certificates	1,700,000
	\$13,700,000

There now remains unissued

Of common certificates	\$1,138,815
Of preferred certificates	566,821

Total unissued (E. D.)

On the 17th April, 1863, the authority of the trustees was enlarged, so as to enable them to purchase the capital stock of the Western division, its rolling stock, branch roads and all its mortgage bonds, except \$850,000 of the first and \$750,000 of its second mortgage bonds. In payment for this property, the trustees have issued \$1,279,000 in preferred certificates, and \$9,250,000 in common certificates. The total amount of certificates afloat is therefore as follows:	
Issued on account of Eastern Division common	\$10,861,185
Issued on account of Eastern Division preferred	1,133,179
Issued on account of Western Division common	9,250,000
Issued on account of Western Division preferred	1,279,000

Total certificates issued	\$22,523,364
Add remaining unissued	1,705,636

Total issue authorized

The issue of these certificates has enabled the trustees to purchase the entire stock, claims and property of both divisions of the Ohio and Missis-

issippi road, except \$2,050,000 of first mortgage bonds on the Eastern Division, and \$1,600,000 of first and second mortgage bonds on the Western Division. The interests of the two divisions are thus consolidated under the same trust. It is in contemplation to provide, at an early day, for the issuing of the stock in exchange for the certificates, thus placing the company's affairs upon the common footing of other railroad corporations.

The indebtedness of the company not held by trustees was on the 22d of July, 1864, as follows:	
First mortgage bonds	\$2,050,000
Second "	18,000
Construction "	71,500
Income "	19,500
City of Cincinnati, for which \$1,000,000 stock is held	600,000
Sundry other claims	150,000

Total of mort. and unsecured claims ..\$2,904,000

Steam Passenger Cars.

We publish in another column the advertisement of Messrs. GRICE & LONG, patentees of the street cars or dummies, designed to do away with the use of horses for city and suburban railways. It is claimed for these that they are the finest and most successful contrivances yet produced of their kind, and are in operation in many places.

Sale of the Ottawa and Prescott Railway Rolling Stock.

The rolling stock of the Ottawa and Prescott Railway Co. was sold at Ottawa, on the 21st inst., by the Sheriff under an execution. It consisted of 3 engines, 26 box cars, 23 flat cars, 3 first-class 2 second-class, and 2 baggage cars. It was subject to a mortgage of from £40 to £45,000, and the purchaser was C. J. Brydges, Esq., who bid the sum of \$301.

ROBERT H. BERDELL, Esq., has been elected president of the Erie Railway Company, and Mr. A. L. DIVEN, Vice President. Mr. Samuel Marsh, who has performed the duties of president since the decease, in July last, of Mr. Nathaniel Marsh, having declined the office of president permanently, or that of vice president practically, has been made Honorary Vice President. The new President Mr. Berdell, is a merchant of high standing, and has been identified for five or six years with the Road, as a member of the Direction, and more especially as in active charge of the completion of the Long Dock property in 1859-60.

It has been decided in the Supreme Court of this city, in the case of Stilwell vs. Meigs, that a broker cannot sell stocks lodged as security for advances and a margin, without notifying the owner of the deficiency, and a demand for further security. In this case the plaintiff recovered \$5,685, the defendants not having informed him of their intention to sell, or made the demand for more margin.

In Cambria, Somerset and the adjoining counties of Pennsylvania, a good quality of tar is being manufactured from the knots of the pitch pine. The manufacture of this substitute for North Carolina tar is carried on quite extensively, and has already considerably depreciated the price of the latter article. The tar thus produced answers nearly all the requisites as a substitute for the original article. Rosin might be produced also. Its present price would amply repay the cost of the experiment if successful.

Interest and Dividends.

The Northern Central Railway Company have declared a quarterly dividend of two per cent, payable clear of national and State taxes, at the office of the company in Baltimore on and after the 10th of November.

The Cincinnati, Hamilton and Dayton Railroad Company have declared a dividend of 5 per cent., and the Government Tax, payable in cash on or after Nov. 1, at the Bank of America in New York. Also, a dividend of 20 per cent., in stock, to be delivered at the same time and place, on the payment of the Government tax chargeable thereon, of 5 per cent., and provided that all fractions of said stock less than a full share, be paid in cash at the par value of same.

The Long Island Railroad Company have declared a quarterly dividend of two per cent, payable at the Bank of North America Nov. 1.

The Chicago, Burlington and Quincy Railroad Company have declared a cash dividend of \$6 per share, and a scrip dividend of \$10 per share, payable November 15.

The Cambria Iron Company announces a dividend of six per cent., payable at the office of the Company in Philadelphia, on and after Nov. 1st.

The Hoosac Tunnel.

The Boston Journal of Oct. 22d says: The Executive Council visited the Hoosac Tunnel this week. Never before was the work pushed with so much energy and expedition as now. From eight hundred to nine hundred men are in constant employment. The dam which is building across the Deerfield river on this side of the mountain, in order to furnish power, to keep the tunnel supplied with pure air, will cost \$100,000.

Railway Projects for China.

The English are talking of building railroads through China, as they have in India. The difficulty in the way is the political situation of the country, and until these are settled it is not likely that much progress will be made in the work. The electric telegraph is likely to be sooner established. The characters of the Chinese language, numerous as they are, are capable of being expressed through the telegraph by about sixteen strokes.

Great Western (Can.) Railway.

At the general annual meeting of this company held in London on the 5th inst., an entire new Canadian Board of Directors was elected, viz: Mr. Thomas C. Street, M. P., Niagara; Hon. W. McMaster, Toronto; Mr. D. McInnis, Hamilton; and Mr. Charles Hunt, London, C. W. No change was made in the English board.

A call for a an instalment of five per cent, on the capital stock of the Union Pacific Railroad Company has been made, payable at the office of the company, 13 William street, N. Y., on or before the 15th prox.

The United States Telegraph Company, are constructing a line on the lake shore, through Port Washington, Sheboygan, Manitowoc, Green Bay, and to Lake Superior.

An election for twelve directors of the Baltimore and Ohio Railroad Company will be held at the office of the company in Baltimore on the 21st of November.

Winona and St. Peter Railroad.

This road is now finished through to Rochester, and the cars are running regularly the entire distance. In connection with this road, Messrs. Burbank & Co. have established a direct line of stages to St. Paul, via Zumbrota, Cannon Falls, &c., which will carry a large share of the through travel from La Crosse, the coming winter.

Central Pacific Railroad.

Report to the Board of Supervisors of Placer County, in relation to the Central Pacific Railroad of California:

In pursuance of an order made, passed and entered upon the records and minutes of the Board of Supervisors of Placer County on the 18th day of August, A. D. 1864, we, the undersigned committee appointed and designated in said order, on the 7th day of September following the date of said order, entered upon the labors and duties thereby imposed upon us; and after a full, careful and diligent examination of the books, records and papers of the Central Pacific Railroad Company of California, at their office in the city of Sacramento, present the following report as the result of our investigations:

Charges having been made in a petition to the Board of Supervisors of Placer County, "that the persons residing in this State, named in the Act of Congress incorporating the Central Pacific Railroad Company, and granting to the company certain rights and privileges, have assumed that such grants were made to them as individuals; and have also assumed to sell the same to the company incorporated under the laws of this State as the Central Pacific Railroad Company, and have received in pay therefor a large amount of the paid up capital stock of said company—such amount extending to a number of millions of dollars—and that such a transaction would be a great fraud of the interests of Placer County as a stockholder of the corporation."

The following are the names of the persons whom we presume are referred to by the petition, and whom it is intended to charge with having sold the privileges derived from Congress, and received stock in pay therefor, to wit: S. J. Hensley, Peter Donahue, C. P. Huntington, T. D. Judah, James Bailey, James T. Ryan, Charles Hosmer, Charles Marsh, D. O. Mills, Samuel Bell, Louis McLane, George W. Mowe, Charles McLaughlin, Timothy Dame and John R. Robinson. These are the only persons named in the Pacific Railroad act passed by Congress who reside in this State. Nearly all of those persons are men well known to the public, not only in this State but throughout the Pacific coast and many of the Atlantic States, and whose high character and respectability is a sufficient refutation, in the opinion of this committee, of these or any other charges of a similar nature that may be brought against them. The Act of Congress grants these privileges and makes these donations directly to the Central Pacific Railroad Company, as a company or corporation, and not as individuals, and every man of ordinary intelligence knows that a deed or transfer of real property, to be legal notice, must be put upon the records of the county in which the property is situated; and as the greater portion of the lands upon which this franchise, grant or privilege is fixed are lying in Placer County, it seems, in the minds of this committee, that the records of said county would be the proper place to ascertain the truth or falsity of the charge.

We have carefully examined the books of the company relating to its stock transactions, and find that no stock was ever issued to Hensley, Donahue, Ryan, Hosmer, Bell, McLane, Mowe, McLaughlin, Dame or Robinson. It does not appear that they ever had any dealings in the stock of the company. It appears from the books of the company that Huntington, Judah, Bailey, Mills and Marsh have owned stock in the company, all of them being among those who first organized the same. But the stock held by them

has been subscribed on the books in the same manner as the stock held by other stockholders, to be paid for like other stock. The amount of stock held by them is not large, and evidently not beyond their ability to pay, and the greater part of it has already been paid by them.

We found the books of the company kept in a clear, plain, legible manner, and had no difficulty in ascertaining all the facts relating to the stock transactions of the company, and we are fully satisfied that the charges made in the aforesaid petition are entirely without foundation; evidently a machination of the brain of some individual who has no regard for the true interests of Placer County as a stockholder in said company.

It is also charged in the petition that the affairs and business of the company are not conducted in a way to construct the road speedily and economically. In relation to this matter the officers of the company fully explained to us the difficulties and opposition they have had to contend with; not only in the halls of Congress, in our State Legislature, but in effecting private individual negotiations, and how they had surmounted them, the enemies of the enterprise resorting to all kind of means to hinder and delay the work and to prevent the company, or their agents, from raising the money necessary to build the road.

And, as another impediment in the way of effecting monetary negotiations at this time, it is well known that the war has to a very considerable extent deranged the financial system of our Government; besides this, the Government, to meet the immense expense of keeping our vast armies in the field and other unavoidable expenses of its machinery, has to a very considerable extent absorbed the available capital of the country, thereby rendering it the more difficult for a corporation to raise the means to carry on a great work like this. The high premium on gold has been another obstacle in the way. Under all these circumstances, in the opinion of your committee, the officers and agents of the company are entitled to much credit for the rapidity with which the work has been carried on thus far. We are satisfied that the directors of the company have used the means under their control to the best advantage they could, and they have faithfully and economically applied the same to the building of the road. They fully explained to us all matters affecting the interests of Placer County, and gave us free access to all books, papers and accounts relating to the business of the company. There can be but little doubt that the company will soon have sufficient means to press on the construction of the road, and the officers gave us every assurance that they should do all in their power to complete it as fast as possible with a due regard to the economical application of the means at their disposal. The unfortunate litigation with regard to the bonds of the city and county of San Francisco having terminated successfully, this aid, together with that from the United States Government and the State of California, will soon be available to the company. We are satisfied that the interests of Placer County, as a stockholder in this great work, are entirely safe in the hands of the company, and have suffered no injury from or by any actions of its officers.

It has been rumored that the company had disposed of the lands donated to it by Act of Congress to the directors of the same. We have made proper inquiry into the matter and have not found the slightest evidence that such is the fact, except in one or two instances where small tracts of land have been sold to parties not stockholders in the company, one of which is a forty acre lot to S. T. Leet, at the town of Newcastle, the present terminus of the road. No patent for lands has yet been issued to the company, and the Directors state it to be their intention not to sell lands, except perhaps in a few exceptional cases, until they have acquired a full and perfect title.

The company has now on hand about three thousand tons of iron and about eighteen hundred tons purchased, a part of which is now on the way from the East, with the proper amount of chairs and spikes, which will be sufficient to lay

the track from Newcastle, its present terminus, to about eighteen miles above or beyond Dutch Flat. They also have sufficient redwood ties to lay twenty-two miles of track beyond Newcastle. The company has now on hand sufficient rolling stock, including locomotives, passenger, baggage and freight cars, to stock the road from Sacramento to Dutch Flat. This rolling stock and material has all been purchased and paid for. The road, so far as completed, is in excellent order, and we do not hesitate to pronounce it much the best road on the Pacific coast, and but few roads its equal in the United States. Through the care and diligence of the employees upon the road its business is conducted with regularity and dispatch.

The company has also constructed a telegraph line, as required by the Act of Congress, which is now in working order from Sacramento to Newcastle, thus completing thirty-one miles of railroad and telegraph under the law of Congress. This entitles the company to Government bonds amounting to one million two hundred and sixty-four thousand dollars. They also have the right to issue one million five hundred thousand dollars of their own bonds, on which the State of California pays the interest, and are entitled to four hundred thousand dollars of the bonds of the city and county of San Francisco; all of which, amounting to three millions one hundred and sixty-four thousand dollars, will soon be available to grade the road beyond Newcastle, and the proceeds of which will be expended in Placer County, as rapidly as it can be economically done. These means, together with the proceeds of the lands which they will soon be able to put in market, and the receipts from the business of the railroad and from stock subscriptions, will be ample to construct expeditiously many miles more of the road. The fact that the company has pushed on the work with energy up to Newcastle gives assurance that, with the means at the control of the company, the road will soon be completed to Dutch Flat, and perhaps beyond that point. The expenditure of this large sum of money and the business of the railroad will have a most beneficial effect upon the interests of Placer County, adding many thousand dollars to the taxable property, as well as greatly increasing the business and general prosperity of the whole county. As to the debts of the company, we find that besides a few small debts to individuals dealing with the company, in the aggregate about two hundred thousand dollars, the only liability is upon the company's bonds for one million five hundred thousand dollars, secured by a mortgage upon the first fifty miles of the road. This debt is certainly very small compared with that of other railroads when we consider the large amount of railroad iron and other material purchased, paid for, and not yet laid down.

The present means of the company can be applied almost exclusively to the grading of the road bed; and economically used it will construct many miles of road, sufficient to push it so far into the mountains as to turn the whole of the immense traffic to Washoe and other mining localities in Nevada Territory through the County of Placer. It is well known that Congress granted the timber on the mineral lands on each side of the railroad to the company, and many of our citizens residing on the lands have felt some anxiety to know what course the company intend to pursue in relation to this timber. The directors assured us that they had no intention of preventing the cutting of timber necessary for mining and domestic purposes by those actually residing on those lands, but that they must see that there was no wanton destruction of the valuable timber thus granted to the company; that they desired to make this timber as far as possible available toward building the road, and to furnish business in the way of transporting lumber, shingles, wood, etc., to market; and further, that they expected to charge parties a reasonable stumpage for the timber, and that they had found no difficulty in making arrangements with the owners of saw mills who had so far readily acceded to the terms proposed by the company.

Citizens of Placer County who are familiar with the country along the old Truckee emigrant road have long known that Placer County had the best route for a road over the mountains of any in the central portion of the State. Some effort has been made in times past to construct a good road over it, but the great cost and want of capital has prevented it; in the meantime, El Dorado County, with the help of Sacramento County, procured legislative aid, improved the route through the former county, and thus obtained the start of Placer County, the result of which has been that, though having far the best route across the mountains, Placer County is decreasing in population and taxable property, while El Dorado County, by being thus permitted to almost entirely monopolize the immense trade east of the Sierra Nevada, is adding many thousands of dollars to her tax list, and many of her citizens are accumulating large fortunes from the revenue derived from toll roads and other sources incident to this vast traffic across the mountains. The explorations made by the engineers of the Central Pacific Railroad Company to find a suitable line for a railroad over the mountains has sufficiently proven the superiority of the Placer County route.

In building the railroad it became a matter of no inconsiderable importance to the railroad company to have a good wagon road, as an outlet from the termination of the railroad, as it progressed over the mountains. To accomplish which, citizens of Sacramento, associated with some of our own citizens, have constructed one of the best mountain roads in any country, from Illinistown over the mountains, at a heavy cost. This road was opened for travel this last Summer, and soon after the California Stage Company put on a daily line of six-horse stages, running from the present terminus of the railroad to Virginia City, Nevada Territory; and, in consequence of the superiority of the roads, they have been able regularly to make the trips in from four to six hours less time than any other company by any other route. A recent trial of speed between the two rival routes, in which the time over the Placer county beat the El Dorado route about nine hours, has settled the question of the superiority of our route. All travelers over the new roads speak of them in the highest terms of praise. Hotels, dwellings, saw mills and other improvements are being rapidly erected through the county along the line of this road, and we may well look to a rapid increase of our population and taxable property by this means. Already a large proportion of the freight over the mountains passes over this new route, some teams taking ten tons to a load. As its advantages become better known, and the railroad is extended, we may expect soon to see all the immense trade of Washoe, Reese River and Humboldt passing through our county. The officers of the railroad company exhibited to us the maps and surveys of the railroad line over the mountains; and these, taken in connection with our own knowledge of the country through which the line has been located, leave us without a doubt as to the practicability of the route, though the construction of the road must necessarily incur a heavy expense, but perhaps no greater than many of the mountainous portions of railroads in the Atlantic States, making a proportional allowance for the difference in cost of labor and material here and there. The line, as surveyed, follows the ridge above the town of Newcastle to the Bloomer ranch, where it passes through the divide into the ravines at the head of Baltimore and Auburn ravines, passing near the town of Auburn, following the ridge near Millsburg, and not far from Illinistown it crosses Long ravine to the ridge between Bear river and the north fork of the American river; thence it keeps up the ridge, passing near Secrettown, Gold Run, to Dutch Flat; thence along the side of the ridge by Zerr's ranch to the valley of the South Yuba; thence it follows the valley of the Yuba through Summit valley to a low pass through the summit, known as the Donner Pass, above Donner lake; from there winds down the mountain on the opposite side,

around the head of Fremont's canon, around into Cold creek; thence down to the Truckee river and following the valley of the Truckee into the great valley or basin beyond.

Fears are entertained by many that there will be great difficulty in keeping the road by this route from blocking up during the heavy Winter snows; as the snows on this line are lighter than many of the various routes and no deeper than any other in the central part of the State, there will be no more difficulty in travelling this route in the Winter than any other and no more expense in keeping it open.

The officers of the Wagon Road Company assure us that it is their intention to keep it open for stages and teams all Winter.

It is charged that the Directors of the railroad company have awarded contracts for work on the road to favored contractors, to the injury and at the expense of other stockholders in the company. Upon examination of the "book of corporate debts" of the company and of the contracts and specifications on file in the office of the company, we find that the greater portion of the work has been let to one individual; but that he has received a greater price for labor done and material furnished than other contractors, or that there has been any favoritism shown in awarding contracts, there is nothing upon the books or papers to show; we are therefore satisfied that the Board of Directors, in letting contracts, as well as in other matters pertaining to the building of the road, have exercised a just and proper regard for the true interest of each and every stockholder in the company.

That counter interests would arise and opposition spring up, not only at the commencement and at each step in the progress of a great enterprise like this, was doubtless anticipated by those who originated and gave it vitality. The enmity and ill will of rival railroad companies, parties directly and indirectly interested in toll roads upon pretended rival routes, and citizens of counties through which these routes run, was all to be expected. But that there should be an opposition grow up in a county that is a large stockholder in the road and is to derive perhaps a greater benefit and advantage than any other county from the building of the road, a county whose future welfare and prosperity almost wholly depends upon the successful completion of the work, is to this Committee most strange and unaccountable; we would most willingly believe that citizens of Placer county who have been instrumental in giving circulation to reports and rumors having a direct tendency and probable object to destroy the credit and character of the parties to whom we must look for the success and construction of the work, were prompted by a desire to promote the real interests of Placer county as a stockholder in the Central Pacific Railroad Company.

But after making a full, careful and thorough examination of the books, records and papers of the company—the investigation having been conducted in direct reference to the truth or falsity of these charges of fraud and bad faith to Placer county as a stockholder in the company, and failing to find anything in the transactions of the company upon which to predicate even a suspicion that we were being dealt with unfairly by the Directors or others composing this company—common justice to our fellow men, as well as a full sense of the duties devolving upon us as members of this Committee, and as sworn officers of Placer county, force us to the conclusion that the originators and those who have understandingly given circulation to these charges, were not actuated by a proper desire to do justice and are not friendly to the true interests and real welfare and future prosperity of Placer county.

For further information as to the progress of the road and the general condition of the company, we would refer to the annexed sworn statement of the Secretary of the Central Pacific Railroad Company.

[Signed.]
A. B. SCOTT, }
D. W. MADDEN, } Committee.

ATBURN, September 15, 1864.

STATEMENT OF THE CONDITION OF THE CENTRAL PACIFIC RAILROAD COMPANY OF CALIFORNIA.

The authorized capital stock of the company is.....	\$5,500,000 00
The amount of cash subscriptions of the stock by individuals, and the amount issued and due to contractors for work done and material furnished is.....	723,800 00
The amount subscribed by Placer county is.....	250,000 00
The amount subscribed by Sacramento county is.....	300,000 00
The amount issued for purchase of iron, cars, etc., in the Eastern States is.....	188,700 00

Total.....\$1,462,500 00

The following items comprise all the indebtedness of the company:

First mortgage bonds issued.....	\$1,250,000 00
Individual accounts, including advances made by the Treasurer....	205,700 00
Pay rolls for the month of August and unadjusted accounts not to exceed.....	25,000 00

Total.....\$1,480,700 00

The assets of the company are:

Amount due from stockholders.....	\$203,886 68
One hundred and fifty Placer county bonds.....	75,000 00
Three hundred and twenty-seven Sacramento county bonds.....	163,500 00
Amount due from San Francisco county in bonds of the county....	400,000 00
Amount due from the United States (on the thirty-one miles of railroad and telegraph line already built and accepted by the Government) in United States thirty-year six per cent bonds.....	1,264,000 00

Every alternate section of Government lands, except mineral lands, for twenty miles on each side of the road, has been granted to the company by the United States, and the company is now entitled to a patent for the same along the thirty-one miles of road already built.

By Act of the Legislature the State of California is to pay seven per cent. semi-annual interest, in gold coin, on one and one-half million of dollars for twenty years, amounting to \$105,000 yearly, or in the aggregate to \$2,100,000.

Surveyed line of the road to the eastern boundary line of the State cost.....	\$66,740 66
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Thirty-one miles of first-class railroad and telegraph line completed, with all the necessary side tracks, depot buildings, engine houses, tanks, turntables, railroad scales, derricks, etc.

Work on the line between Newcastle and Auburn amounting to over....	50,000 00
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On that portion of the line from Newcastle to Bloomer Divide all necessary culverts have been built of granite preparatory for the work of grading. The work on the heavy cut at Bloomer Divide—68 feet in depth—and upon the cuts and fills immediately above and below that point, has been steadily pressed forward by the company for the last four months with all the force that could be advantageously employed, and is now nearly complete.

The work between Bloomer Divide and Auburn will be comparatively light.

Six passenger cars, two mail and express cars, fifteen box freight cars, twenty-five platform freight cars, five hand cars and three construction cars, are in daily use on the road. Four passenger cars, two mail and express cars, eighty-four freight cars, extra axles, cars wheels, tires, etc., are shipped and on the way here.

Eight locomotives, five of which are in use on the road and one of the others is now due, having been shipped nearly five months.

Shops, material and tools in shops, wood, coal, oil, etc. 25,000 00
There is here, and about now due, iron sufficient to build thirty-two miles of road beyond Newcastle, and enough more has been purchased for twenty miles additional.

Chairs and spikes enough to build fifty-three miles of road beyond Newcastle are now here.

Ties enough for twenty-two miles of road beyond Newcastle are already delivered.

A sixty horse power stationary engine and machinery for a first class machine shop has been bought.

Levee front in Sacramento city, from K street north, and Sutter Lake property, about thirty acres north of I street, granted to the company by the city of Sacramento.

BUSINESS OF THE ROAD.

Trains for the transportation of freight and passengers commenced running to Newcastle on the 6th day of June last. Since that time the business of the road has been steadily increasing.

The earnings for the first three months were \$47,917 74.

The expenses for operating the road, for employees on the trains and at the depot, and for wood, water, oil, etc., for the engines, has been less than \$3,000 per month.

With an additional twelve miles of road, which will be completed by the first day of January next the earnings of the road will be largely increased, while the expenses will be but little more than they are now.

E. H. MILLER, JR.,
Secretary Central Pacific Railroad Co.

The shareholders of the Great Western (Ca.) Railway have authorized the Directors to provide funds for laying down a third rail on the track, to enable freight carried by the New York Central and Michigan Central to be brought through Canada without transshipment. This is expected to increase materially the through business of the line.

WANTED

A gentleman with a capital of \$25,000 to take an interest in a Car Manufacturing Establishment at New Haven, Ct. The business is already established, with a large capital invested, and in successful operation. Address this office, or box 2287 F. O., New Haven, Ct.

Fire Insurance on Favorable Terms.

HARTFORD FIRE INSURANCE COMPANY,
HARTFORD, CONN.

Capital and Surplus, \$1,200,000.
Geo. M. COIT, Sec. Thos. C. ALLEN, Pres.

PHENIX INSURANCE COMPANY,

HARTFORD, CONN.

Capital and Surplus, \$500,000.
W. C. CLARK, Sec. H. KELLOGG, Pres.

SPRINGFIELD F. & M. INSURANCE COMP'Y,
SPRINGFIELD, MASS.

Capital and Surplus, \$500,000.
WM. CONNER, Jr., Sec. C. FREEMAN, Pres.

WESTERN MASS. INSURANCE COMPANY,
PITTSFIELD, MASS.

Capital and Surplus, \$225,000.
J. N. DUNHAM, Sec. EDWARD H. KELLOGG, Pres.

CONNECTICUT FIRE INSURANCE COMPANY,
HARTFORD, CONN.

Capital, \$200,000.
J. B. ELDRIDGE, Sec. H. W. GREENE, Pres.

Branch Office.

THE PETER COOPER FIRE INSURANCE CO.,
CITY OF NEW YORK.

Capital, \$1,000,000.
WM. H. RISLER, Sec. N. C. ELY, Pres.

All fair losses occurring at this Agency promptly adjusted by the Agent here, and paid in money current in this city.

EZRA WHITE, Agent.

Office, No. 74 Wall street, New York.

IMPROVED LOW Pressure Steam Warming Ventilating Apparatus.

WYLLYS H. WARNER,

LATE

HILLS & WARNER,

No. 3 Murray St., New York.

The first and only Low Pressure Steam Heating Apparatus with OPEN BOILERS ever used for warming and ventilating

Public and Private Buildings,

Hotels, Churches, Hospitals,

Green Houses, &c., &c.

WARRANTED EFFICIENT, ECONOMICAL AND SAFE.

Marine & Fire Insurance.

METROPOLITAN
INSURANCE CO.,

No. 108 BROADWAY, N. Y.

Cash Capital, \$300,000

Assets, July 1, \$708,502

This Company insures at customary rates of premium, against all MARINE and INLAND NAVIGATION RISKS on CARGO or FREIGHT; also, against loss or damage by Fire.

IF PREMIUMS ARE PAID IN GOLD, LOSSES WILL BE PAID IN GOLD.

The assured receive 75 Per Cent. of the net Profit, without incurring any liability, or in lieu thereof, at their option, a liberal discount upon the premium.

All losses equitably adjusted and promptly paid.

SCRIP DIVIDEND declared Jan. 12, 1864.

THIRTY-FIVE PER CENT.

JAMES LORIMER GRAHAM, President.

ROBERT M. O. GRAHAM, Vice-President.

EDWARD A. STANSBURY, 2d Vice-President.

JOHN C. GOODRIDGE, Secretary.

NATIONAL SECURITIES.

ALMY & CO.,

CONTINENTAL BANK BUILDING.

No. 7 Nassau St., N. Y.

Receive SUBSCRIPTIONS for the 7-30 and 10-40 NATIONAL LOANS, on the most favorable terms. The usual Commission allowed to investors.

They will also attend the opening of the bids for the new 5-20 Loan, and solicit subscriptions to their list.

All descriptions of Government and other Securities bought and sold at market rates.

Five per cent. allowed on deposits, which may be drawn without previous notice.

J. U. ORVIS, PRES'T. JOHN T. HILL, CASHIER.

THE NINTH NATIONAL BANK,

NO. 363 BROADWAY.

Capital paid in \$1,000,000.

Fiscal agent for the United States, and Government Depository in the City of New York.

Has on hand the Popular 7-10 Notes, and allows 1 per cent. to all subscribers.

Also 10-40 Bonds which are payable, principal and interest in Gold. Also converts the old 7-30s into 6s of 1881.

Collects Certificates of Indebtedness. Buys and sells Quarter-Master's checks and gives every possible facility to parties wishing to transact financial business with Government.

Ely Copper Mining Comp'y CANADA EAST.

Office, 82 Broadway, N. Y.

Capital Stock, \$500,000.

100,000 Shares—Par Value \$5 each.

TRUSTEES.

JOHN E. BODY, President.
STEPHEN HILLS, JR., WM. BARCLAY PARSONS,
GEO. V. N. BALDWIN, EDGAR DE PETSTER,
ERNEST SACCHI, Secretary.

The Trustees offer for sale 15,000 shares of the capital stock of this Company.

The property consists of 325 acres valuable mineral land, twelve miles from Richmond Station, on the Grand Trunk Railroad, Canada East. The mine has been worked down to the rich copper-bearing veins, and is a property of great value.

It is entirely free from debt.

For full particulars apply as above, or at the office of HENRY G. STEBBINS & SONS,

46 Exchange Place.

Where subscription books will be opened.

RICHARD DUDGEON, MACHINIST,

24 COLUMBIA ST., NEW YORK.

WOULD respectfully inform his friends and the public that he has removed to his new Building No. 24

Columbia Street, where he is prepared to furnish

Hydraulic Jacks,

of from 4 to 150 tons

lifting power. PULL-

ING JACKS of differ-

ent sizes.

Hydraulic Presses

WITH PLATENS.

Hydraulic Punches

for punching iron from

three-eighths to 1 inch

thick. Force Pumps

for Hydraulic Presses.

Force Pumps for test-

ing tubes, cylinders, etc.

STEAM CARRIAGES for good hard roads.

Squirting Oil Cans, also Danver's Patent Steam Hammer

A. WHITNEY & SONS

CAR WHEEL WORKS,

Callowhill & Sixteenth Sts.,

PHILADELPHIA, PENN.,

FURNISH CHILLED WHEELS for Cars, Trucks, and

Tenders. CHILLED DRIVING WHEELS and TIRES

for Locomotives. ROLLED and HAMMERED AXLES

WHEELS and AXLES FITTED COMPLETE.

CENTRAL

Petroleum Exchange Office

No. 10 Pine St., NEW YORK.

WED. W. CLARKE & CO.

OUR OFFICE IS OPEN TO THE COMMERCIAL

public for the purchase and sale of Petroleum lands

of the oil districts of Pennsylvania, Virginia, Ohio and

Michigan, and for the sale of oil stocks, many of which are

paying large dividends monthly.

We now have in hand for sale stocks of the following

companies:

Blood Farm Petroleum Co., N. Y., Chas. Butler, Pres.

Home Petroleum Co., N. Y., Josiah Oakes, Pres.

Tarr Farm Petroleum Co., N. Y., Jas. Wadsworth, Pres.

Central Petroleum Co., N. Y., Jas. Bishop, Pres.

American Petroleum Co., N. Y., F. C. Clark, Pres.

Oil City Petroleum Co., N. Y., D. S. Duncomb, Pres.

Michigan Central Petroleum Co., N. Y., F. Prentiss, Pres.

Penna. Petroleum Co., Phila., John S. Young, Pres.

We have centered with us \$31,000,000 of capital invested

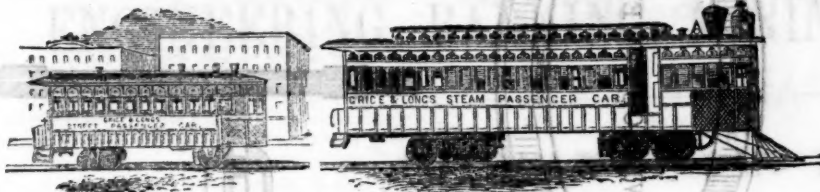
in petroleum, and can supply applicants with names

and general "status" of most companies now organized,

and general information of the oil market, both at home

GRICE & LONG'S

STEAM PASSENGER CARS.



GRICE & LONG

PATENTEES OF STEAM PASSENGER CARS.

FOR STREET AND OTHER RAILROADS,

AND

BUILDERS OF ALL DESCRIPTIONS OF CARS.

Fulton Works, No. 1340 Beach street, Philadelphia,

Office 182 Broadway, New York.

The attention of all interested in Railroads is invited to our Steam Cars for city or other Railroads. Their economy, durability, and efficiency commend them to all who have them in use, or witnessed their operation. They are now being introduced on Street and Suburban Roads in and adjacent to the principal cities. Also on Tributary Roads.

With minimum weight and expense they have maximum power and capacity, and are free from noise and smoke. They can ascend the steepest grades, and turn the shortest curves with facility.

We are also prepared to execute orders for all other descriptions of Cars. Circulars with detailed information will be furnished on application.

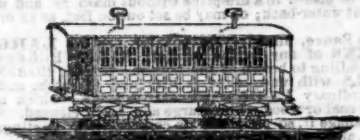
OFFICE OF THE PITTSBURGH BRIDGE COMPANY,
No. 83 Water street, Pittsburgh, Pa.
October 12th, 1884.

PLANS AND PROPOSALS are invited for both Wooden and Iron Bridge Superstructure, and proposals for the masonry of the piers and abutments of the Roadway Bridge to be erected over the Monongahela river, from Pittsburgh Point to West Pittsburgh. The bridge will consist of eight spans 210 feet each from centre to centre of piers, or 201 feet clear of masonry, and one span 317 feet from centre to centre of piers. The clear width of carriage way must be 19 feet, with foot-ways at each side 8 feet in clear. The structure must be proportioned to sustain, in addition to its weight, a uniformly distributed load of 2,000 pounds per lineal foot. The effect on any portion of the structure under this maximum load must not exceed one-sixth of its breaking weight.

Plans and specifications of the masonry and superstructure may be seen at the office of the Company. Bids will be opened December 1st, 1884. The right to adopt either wood or iron superstructure, or to reject any or all of the bids or plans is reserved.

Endorse envelope "Proposals for Pittsburgh Bridge, ('wood') or ('iron') and 'Pittsburgh Bridge Masonry.'" 6t-43 JOHN F. SINGER, President.

HARLAN & HOLLINGSWORTH & CO.,
WILMINGTON, DELAWARE.



MANUFACTURERS OF ALL KINDS OF

RAILROAD MACHINERY.

PASSENGER CARS of the finest finish, also all kinds of FREIGHT CARS, DUMPING CARS, HAND CARS, WHEELS and AXLES, STEEL SPRINGS, and in fact EVERYTHING for the full equipment of a road.

From our long experience in Car building, and our facilities for doing work, we are enabled to give ENTIRE SATISFACTION in every particular.

From our LOCATION, and CONVENIENCES FOR SHIPMENT, we can supply southern roads with dispatch, and ship at reasonable freights.

We are also extensively engaged in building IRON VESSELS and IRON STEAM BOATS, STEAM ENGINES and BOILERS and Machine Work in general. All orders executed with dispatch and on reasonable terms.

PASCAL IRON WORKS,

ESTABLISHED 1821.

MORRIS, TASKER & CO.,

MANUFACTURERS OF

Gap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also, fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, etc.

Gas Works Castings, etc., etc.

PHILADELPHIA.



TOTALLY exclude rain, wind and dust from, and stop the rattling of doors and windows of every description, without interfering with the free use of the same at all times. They save one-half the fuel in winter. For Circular, with references, address the PATENT METALLIC WEATHER STRIP CO., 644 Broadway, corner of Bleeker st. Local Agents wanted everywhere.

DELAFIELD & BAXTER'S,

Late OGDEN & DELAFIELD,

ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We warrant it equal in every respect to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a superior article for masonry coming in contact with water, or requiring great strength. For sale in eight barrels, well packed, on application at their office, by DELAFIELD & BAXTER, 104 Wall st. The above CEMENT is used in most of the fortifications building by government.

U. S. 7-30 LOAN.

The Secretary of the Treasury gives notice that subscriptions will be received for Coupon Treasury Notes payable three years from Aug. 15th, 1884, with semi-annual interest at the rate of seven and three-tenths per cent per annum,—principal and interest both to be paid in lawful money.

These notes will be convertible at the option of the holder at maturity, into six per cent gold bearing bonds, payable not less than five nor more than twenty years from their date, as the Government may elect. They will be issued in denominations of \$50, \$100, \$500, \$1,000 and \$5,000, and all subscriptions must be for fifty dollars or some multiple of fifty dollars.

As the notes draw interest from August 15, persons making deposits subsequent to that date must pay the interest accrued from date of note to date of deposit.

SPECIAL ADVANTAGES OF THIS LOAN.

It is a NATIONAL SAVINGS BANK, offering a higher rate of interest than any other, and THE BEST SECURITY. Any savings bank which pays its depositors in U. S. Notes, considers that it is paying in the best circulating medium of the country, and it cannot pay in anything better, for its own assets are either in government securities or in notes or bonds payable in government paper.

Convertible into a Six per cent. 5-20 Gold Bond.

In addition to the very liberal interest on the notes for three years, this privilege of conversion is now worth about three per cent per annum, for the current rate for 5-20 Bonds is not less than NINE PER CENT PREMIUM, and before the war the premium on six per cent U. S. stocks was over twenty per cent. It will be seen that the actual profit on this loan, at the present market rate, is not less than ten per cent per annum.

Its Exemption from State or Municipal Taxation.

But aside from all the advantages we have enumerated, a special Act of Congress EXEMPTS ALL BONDS AND TREASURY NOTES FROM LOCAL TAXATION. On the average, this exemption is worth about two per cent per annum, according to the rate of taxation in various parts of the country.

It is believed that no securities offer so great inducements to lenders as those issued by the government. In all other forms of indebtedness, the faith or ability of private parties, or stock companies, or separate communities, only, is pledged for payment, while the whole property of the country is held to secure the discharge of all the obligations of the United States.

Up to the 24th of September, the subscriptions to this loan amounted to over

\$40,000,000.

Subscriptions will be received by

the ASSISTANT TREASURER OF THE UNITED STATES, corner of Wall and Nassau streets.

First National Bank of New York, No. 4 Wall street.

Second National Bank of New York, 23d st. & Broadway.

Third National Bank of New York, 5 Nassau street.

Fourth National Bank of New York, 27 & 29 Pine street.

Fifth National Bank of New York, 338 Third avenue.

Sixth National Bank of New York, 6th ave. & Broadway.

Eighth National Bank of New York, 650 Broadway.

Ninth National Bank of New York, 363 Broadway.

Tenth National Bank of New York, 240 Broadway.

Central National Bank of New York, 71 Duane street.

National Exchange Bank of New York, 184 Greenwich st.

and by all National Banks which are depositories of public money.

AND ALL RESPECTABLE BANKS AND BANKERS

throughout the country will doubtless

AFFORD FACILITIES TO SUBSCRIBERS.

CAST STEEL.



MANUFACTURED BY

NAYLOR, VICKERS & CO., SHEFFIELD, ENGLAND.
CAST STEEL TYRES WITHOUT WELD,
Reversible Crossings and Frogs, Disc Wheels, Pistons and Piston Rods without weld, Crank and Straight
AXLES, AND EVERY DESCRIPTION OF STEEL FOR RAILWAY PURPOSES.

STEEL CROSSINGS have been in use more than three years with very little perceptible wear, in places where the ordinary ones had to be replaced every four months. They have been estimated to be good for ten years in the worst places.

THE "VICKERS" TYRES are in constant and extensive use on almost all the Railways in Great Britain, and also on many roads in other parts of Europe. Their chief advantages are:—1. Their Durability: they will outlast any Iron Tyre without being turned, and for this reason are cheaper than Iron Tyres (free of cost). 2. Their Safety: being without a weld they are not liable to break, and Steel is proved to be a stronger and tougher metal than any other. 3. Their Uniformity: they do not wear in flat places nor "laminates." 4. They are not injuriously affected by frost, and are guaranteed to stand the severest climate.

STEEL AXLES will be found economical, because they may with safety be made much lighter than those of iron. They will wear longer and "smoother," and will consume much less oil; nor are they liable to granulate from constant use.

For CIRCULARS, GIVING FULL PARTICULARS AND TESTIMONIALS, PRICES, etc., apply to

NAYLOR & CO.,
421 Commerce street, Philadelphia; 99 John street, New York; 80 State street, Boston.

10 PINE STREET, NEW YORK,
SEPT. 20, 1864.

TO THE PUBLIC.—We invite your attention to a projected enterprise in the production of Petroleum now in process of organization. Several of our leading capitalists and business men have already interested themselves in it, and in the fullest manner endorse the value of the property, and vouch for its present enormous production. We are satisfied no project has been offered to the public which offers so large immediate returns on the investment with a prospective increase almost incalculable. To all who, in these troublous times, are in doubt what species of investment are safe in any contingency and reliable as dividend paying, this enterprise is in the strongest manner commended. Full information in regard to the matter will be cheerfully furnished, and of the parties already interested on application to us.

WED. W. CLARKE & CO.



SANFORD'S MAMMOTH OR GLOBE HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

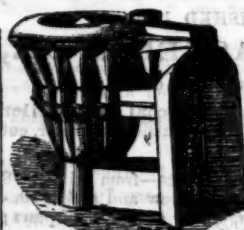
HUDSON RIVER RAILROAD OFFICE, N. Y.
This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.
The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used.

CYRUS F. SMITH, Managing Director.

MANUFACTURED AND SOLD BY
SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water street, New York.



Sanford's CHALLENGE HEATERS SET IN BRICK, PORTABLE

OR AS

FIRE PLACE HEATERS,

FOR WARMING BY ONE FIRE WITH PURE, SOFT AIR
Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc., WITH AND WITHOUT REGISTERS.

THE MOST POWERFUL HEATERS AND THE

Greatest Fuel Savers in the World:



Send for pamphlet containing full description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.

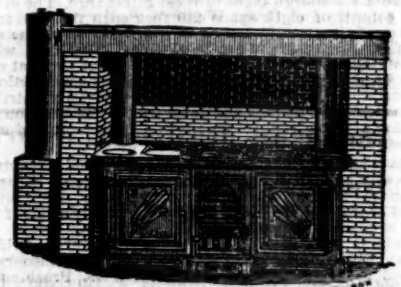
The COSMOPOLITE PARLOR RADIATOR, & GAS BURNER,

Introduced one year ago, already ranks as the LEADING STOVE for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired. Fire may be kept all winter with an astonishingly small supply of coal. Send for description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.



SANFORD'S



Challenge Air-tight KITCHEN RANGES,

May be placed in a fire-place without masonry and with or without water-back; or may be set out on feet, as an ordinary stove.

This Range, already very popular, has the LARGEST OVENS of any in the market; BAKES PERFECTLY, never failing to brown at the bottom; BOILS, ROASTS and BROILS with unequalled facility and dispatch, and with extraordinary ECONOMY OF FUEL, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

Beacon Light SUMMER AND WINTER PORTABLE RANGE,

Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating iron at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market. Three sizes, adapted to coal, or wood.



SANFORD, TRUSLOW & CO.,
239 and 241 Water st., N. Y.